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1870-1871. The first year of the war. The Union forces were victorious in the Battle of Antietam, but the war continued for several more years.

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HONGKONG.

PEDICABS.

A NEW OFFER FOR THE SOLUTION OF SHANGHAI'S TRAFFIC

Another scheme which it is hoped may improve traffic conditions in Shanghai and add usefully to the transport services has been under consideration. According to particulars given in the *Municipal Gazette*, a company has been formed with the purpose of operating a service of "pedicabs," or cycle-rickshas, for which special advantages are claimed. The pedicab is simply a three-wheeled ricksha, propelled by a rider on the front wheel. A somewhat similar experiment was tried, on a very modest scale, some few years ago, the type of vehicle on that occasion being a basket chair propelled by a bicycle. They proved unpopular, and the experiment was dropped, though we believe one or two of these machines are still in operation.

The "Pedicab" company, an English concern with, the *N.C. Daily News* understands, a considerable amount of capital, has an ambitious scheme prepared. They propose to start their service with 6,000 vehicles. The advantages claimed for the proposed service are that fares will not be higher than those of the existing ricksha service, coolies and vehicles will be much more efficiently supervised, special attention to be given to the training of coolies and cleanliness of the vehicles, of which there will be two classes. In return for the grant of a monopoly, the company proposes that the concern shall become the property of the Municipal Council after a certain number of years.

The scheme has been considered by the Commissioner of Police and, while considering the promoters, are unduly optimistic, Mr. McEuen sees in it "the germ of an idea from which something useful might come," and observes that, should expectations be realized even to the extent of 50 per cent., there would still seem to be fair margin of profit and the prospect of some amelioration of traffic difficulties. He recommends that the company be permitted to place 200 pedicabs on the streets for experimental purposes and the granting of the full number of licences should the experiment prove a success.

TELEGRAPH ROUTES TO THE EAST.

The Copenhagen correspondent of the *Times*, when cabling the information that the Great Northern Telegraph Company expected to open offices at Moscow and Omsk on December 1st said:—

The Soviet Government has guaranteed the officials of the company full liberty and has allowed the company to establish special food centres.

All telegrams for East Asia by the company's route will be forwarded from Omsk. At present two lines, via Irkutsk and Peking and Kiachta and Khabarovsk, are working, and telegrams from London to Shanghai can now get through in two hours.

There has not been very great difficulty in repairing the lines, the damage done having been less than was expected. Danish engineers have examined the whole route, accompanied by Russians, who have learned to use the apparatus. It is worth mentioning that telegram rates in Russia were not raised during the war; most of them are unchanged, but some have been reduced. The Danish company expects that there will be great telegraphic traffic to the East via Copenhagen as soon as the new Russian stations are opened.

CHINA'S PERENNIAL FAMINE.

U.S. MONEY FOR SCIENTIFIC STUDY.

Mr. Thomas W. Lamont, Chairman of the China Famine Fund, has announced that the Executive Committee will devote a surplus of \$300,000 to the prevention of future famine in China after it has met present demands. It plans scientific study and education in agriculture and forestry. The sum of \$7,500,000 had been sent there for the relief of millions in 1920-21, he said.

The plan is based upon creation of a conditional trust, which is to continue ten years. Nanking and Peking universities have been selected as the educational centres for the study and investigation of famine causes, prevention and relief. Expenditures may be made only with the approval of the China Famine Fund Committee which is to be composed of five American residents of China, serving without pay.

HONGKONG'S TRADE IN 1922.

The following are remarks on branches of the export trade not covered in the review of trade we have published:—

Soy.—Moderate business has been done during the last year. In the beginning the price was \$24 per cask, but during the month of July it was about \$23.50. Afterwards prices decreased; the lowest point being \$22.50 and closed at the end of the year at \$22.

Wool.—Comparatively very small shipments were made in this commodity last year. Prices were in the beginning \$24.50. Later on prices dropped a little, the lowest point being \$22.50 per pound, but went up again later and at the end of the year closed at \$24.

Grain.—Some business has been done in the old crop. Prices dropped from the beginning to the middle of the year from \$9.50 to \$8.30 and increased later in the year, closing at about \$9.50. In the new crop hardly any business could be done, the parity of the prices in Europe during the last part of the year for some time being far below local prices. Before the end of the year the market improved, so that some business could be done.

CHINESE LABOUR IN JAPAN.

AN OFFICIAL TOKYO STATEMENT.

A Tokyo news agency says:—

With reference to Chinese labour in Japan, the Japanese authorities concerned here state as follows:—

Despite the fact that some Chinese newspapers report that the Japanese Government are enforcing strict control over Chinese labourers in Japan, with a view to expelling them from Japan Proper, and that they have given orders to the Chinese barbers in Nagasaki, Kobe, and Yokohama to suspend their business on the plea of the uncleanliness of their apparatus, such reports are altogether unfounded. It is true that the Japanese authorities have taken over control of these Chinese barbers, as well as of the Japanese, in conformity with regulations in view of the fact that lately there have been not a few Chinese labourers, who are wandering about the streets without work. According to a report from the Nagasaki Prefectural Office, there are at present 1,091 Chinese people living in that prefecture, but with the exception of very few labourers, there is none whose conduct is contrary to the regulations. The report further states that there are four Chinese barber-shops in Nagasaki with sixteen Chinese barbers, but that no discriminating treatment is being administered to these Chinese barbers. Judging from the above facts there cannot be such an instance as has been reported by some Chinese newspapers and it appears that these groundless reports must have been circulated by those who have an axe to grind.

SPORTS.

CRICKET.

K.C.C. v. H.K.C.C.

This friendly match will be played at Hongkong tomorrow, commencing at 2.15 p.m. The following have been selected to represent the K.C.C.—J. P. Robinson, B. D. Evans, C. J. Stapleton, Capt. G. E. Spinks, G. A. V. Hall, C. C. Davis, B. Petheram, R. E. Lindsell, H. B. Benson, J. C. Fletcher, S. Jex.

RUGBY FOOTBALL.

NAVY v. CLUB.

A good tussle should be witnessed tomorrow in the Cup match between the Navy and Club at Happy Valley at 4.15 p.m. Up to the present both the Navy and the Club have beaten the Army. The following will represent the Club:—Moorsam, Nordin, Butlin, Prowse and Skinner; Gace and Clerk; Balston, Cooper, Day, Logan, and Mabey; Jones, Andrew and Lamplugh.

FOOTBALL.

LEAGUE TABLE—DIVISION I.

	P.	W.	L.	D.	P.	A.	Pts.
King's Regt.	11	9	1	2	29	8	20
Club	13	8	4	1	24	12	17
Amoy	13	8	0	0	13	14	16
Hawkins	11	5	2	4	20	11	14
South China	15	5	2	2	21	17	12
Tanar	11	4	3	4	13	12	11
Kowloon	11	4	4	3	14	17	11
Titanic	8	3	3	2	13	13	8
Durban	11	3	7	1	12	12	7
R.G.A.	11	2	8	1	12	24	6
Despatch	4	1	3	0	7	9	3
Police	0	0	6	4	4	23	3
Carlisle	4	1	3	0	5	11	2

LEAGUE TABLE—DIVISION II.

	P.	W.	L.	D.	P.	A.	Pts.
Hawkins	11	11	0	0	54	7	22
King's Regt.	9	9	0	0	37	1	18
St. Joseph's	7	7	0	0	25	3	14
South China	7	6	0	1	20	6	13
United	10	5	2	3	18	13	13
R.G.A.	10	5	4	1	20	17	11
Kowloon	9	4	4	1	17	17	9
Titanic	8	3	3	2	10	15	8
South China	9	3	4	2	13	26	8
Amoy	9	4	5	0	10	23	8
Marazion	7	3	3	1	18	12	7
University	6	3	3	1	11	14	6
Durban	7	2	5	0	11	19	4
Police	3	1	0	0	4	21	2
Despatch	2	0	2	0	2	8	0
Carlisle	4	0	4	0	4	12	0
Warders	9	0	9	0	5	32	0
Auxiliaries	9	0	9	0	3	31	0

"ONE WAY OF DESCRIBING IT."

A Sikh watchman, who appeared before Mr. Lindsell, at the Magistrate's yesterday, on a charge of having been found drunk and disorderly on the Leung Wing Wharf, at Cannan Road Central, on the previous night, told his Worship, "I could not walk and did not know where I was going." "That is one way of describing it," commented Mr. Lindsell, as he imposed a fine of \$5.

THE VALUE OF GOOD SIGHT.

cannot be over-estimated. Sight stands for everything that is valuable or enjoyable in life. You cannot tell if your eyes are right; you may see well yet have defective eyes. If you wish to have your eyes tested, the Refracting Room of The Hongkong Optical Co., successors to Clark & Co., Refracting and Manufacturing Opticians—the most competent optical establishment in South China—is at your service. They have the equipments to test your eyes accurately. Testing the sight and fitting glasses is their specialty.—ADVT. [101]

CATHEDRAL HALL.

TUESDAY, 9th January, 1923, at 5.30 p.m.

2nd Piano Recital

HARRY ORE


With the Assistance of
Messrs. ERIC RICE and A. M. BOWES-SMITH.
BOOKING AT ANDERSON'S.

ADMISSION \$3, \$2, \$1

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"BERWICK LAW" No. 155, Peak, 5-roomed Bungalow with Tennis Court and Garden; on Motor Road at Magazine Gap.
Apply
LINDSEY & DAVIS, Alexandra Buildings. [170]

TO LET.

ONE Large OFFICE ROOM in POWELL'S BUILDING.
Apply
LANE, CRAWFORD, LTD. [184]

TO LET.

FROM 1st June—Eight and Four Room HOUSES.
Apply P. O. Box 259. [160]

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"BENTLEY'S" Complete Phrase CODE. New. \$15.00. MEX. "ADDIATOR" Calculating Machine. Adds, subtracts, multiplies, divides. New. \$15.00. MEX. Postage Free. H. Y. NOVELTY CO. 21, Wankin Road, Shanghai. [158]

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OWNER leaving Colony. 1921 Model 5-seater BUICK SIX in good running order. Done only 4,600 Miles & just overhauled. Four practically new tyres and three new spares. \$2,250 or near offer.
Apply P. O. Box 259. [169]

HOUSES FOR SALE AT THE PEAK.

NEAR MOTOR ROAD.
FOR SALE, either together (suitable for a Mess), or separately, with early possession, Nos. 2 and 3, ERYEVAZ TERRACE, PEAK.
Apply to H. E. POLLOCK, Prince's Building. [186]

PREPAID "WANTED" ADVERTISEMENTS.

Letters are lying at this Office for Boxes QV, RV, RU, RW, TH, TU, VO.

BROADWOOD PIANO.

For Sale—Specially made for this climate in perfect condition. Apply Surgeon Commander BARBER, Naval Hospital. [1]

WANTED—A fully Qualified SECRETARY.

Non-resident, for the HONGKONG & SHANGHAI STEAMSHIP CO. Apply by letter only, enclosing testimonials to the General Manager, MESSRS. [1]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale to be held on MONDAY, the 8th day of Jan. 1923, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the GOVERNOR of one Lot of CROWN LAND at Shamshuipo, in the Colony of Hongkong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years, less 2 days.

PARTICULARS OF THE LOT.

Lot No.	Boundary Measurements.	Area				Annual Rental.	Yield Price.
		Acres.	Sq. Yds.	Sq. Ft.	Sq. In.		
1	Lot 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.	1.00	100.00	10,000.00	1,000,000.00	100.00	100.00

PARTICULARS

of VALUABLE LEASEHOLD PROPERTY Situate No. 13, WING HING STREET, VICTORIA, HONGKONG.

To be Sold by Order of the Mortgagee.

PUBLIC AUCTION, IN ONE LOT.

On TUESDAY, The 30th Day of JAN. 1923, at 3 o'clock P.M.
By Messrs. LAMBERT BROTHERS, Auctioneers, At Their Office, DUNDAS STREET.

THE Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 3166 together with the messuage erections or buildings thereon now known as No. 13, Wing Hing Street, and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 3166 being a scavenging land. All of which premises are held for the residue of the term of 75 years from the 15th day of May 1898 created by the Crown Lease "together" with the valuable machinery now situate in or upon the said premises and at No. 1 Gordon Street. Particulars and Conditions of sale may be obtained from Messrs. HASTINGS & HASTINGS, Solicitors, 6, Des Voeux Road Central, and Messrs. LAMBERT BROTHERS, Auctioneers, 137.

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ALEXANDRA BUILDINGS.

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[186]

LT.-COM. HOOPER'S TRAGIC DEATH. CORONER'S INQUEST. STORY OF THE FATAL RIDE FROM REPULSE BAY.

Mr. J. R. Wood presided at an enquiry, which was opened at the Magistrate's Court, yesterday afternoon, concerning the death of Lieut.-Commander Geoffrey William Winmore Hooper, R.N., of the H.M.S. *Harbinger*, who was killed in a motor-car accident at Causeway Bay, during the early hours of the morning of the 2nd inst.

The following jury was empanelled:—Messrs. L. G. Scott (foreman), H. Greenwood, and Holger Dreyer.

Mr. H. L. Dennis, and Mr. F. E. Nash, solicitors, were present at the Enquiry, the former appearing on behalf of the Admiralty and the latter on behalf of the Connaught Motor Car Company.

The Coroner, addressing the Jury, said it was their duty to enquire as to how the deceased had met his death and to find out whether any blame attached to anyone or not.

Plans of the Causeway Bay Road were put in by Mr. C. A. Grimes of the Public Works Department.

The first witness called was Paymaster Lieut. L. B. Webb who said he accompanied the deceased on the night of January 1st to Repulse Bay in a hired car, No. 118, a seven-seater. There were six Naval officers in the car including Paymaster Lieut. Wallace, Paymaster Lieut. McBride, Lieut. Meakin and Lieut. Capley, witness and the deceased. They had been to a fancy dress dance at Repulse Bay, and started back from Repulse Bay at five minutes past two in the morning. The average speed of the car on the return journey was between 25 and 30 miles per hour. He could not say whether they passed any cars on the way.

Witness was sitting in the back part of the car on the floor with his back against the right-hand door. Paymaster Lieut. Wallace sat next to the driver. Lieut. Capley sat on the right-hand side of the back seat. Lieut. McBride sat on his right. Deceased was sitting next to Lieut. McBride. The accident occurred just before reaching Causeway Bay. The party was sober but in good spirits. Witness, just prior to the accident heard another car overtake theirs, and looking over his left shoulder, saw it pass by. The speed of their car was between 25 and 30 miles per hour. The other car was travelling much faster.

The Coroner: Did your party know the occupants of the other car?—We did not know them but we cheered as they passed.

What was the next thing you know?—About 15 to 20 seconds later there was an awful crash.

The Coroner: Were you thrown out of the car?—No, I was still in the car. Did the car overturn?—No, the left wheel was broken, and the car was lying at an angle.

Continuing, witness said that the first thing he saw was Lieut. McBride getting up from the back. He turned round and saw someone else in the car. Lieut. McBride called his attention to the deceased who was lying clear of the car. The deceased was lifted to the bank. He was alive then. The next car that passed was stopped. The car which had passed them had gone on. He could not say what had happened to it as his glasses were broken in the smash. He then saw that the rear end of the car was close to the tramway standard, but not touching it.

The Coroner: Have you any theory as to how this accident happened?—No, I have no idea as to how the accident occurred.

You are prepared to say definitely that your car was not racing with the other car?—I do not think the driver accelerated the speed.

Do you blame anyone in connection with this accident?—I cannot.

Mr. Nash: Previous to the accident was the car in good running order?—Yes.

Had you any fault to find with the driver?—No.

Paymaster Lieut. William McBride said he was sitting in the centre of the back seat. Lieut. Capley was on his right and Lieut. Beacham was on his left. Lieut. Webb was seated on the floor of the car and the deceased was sitting half on his (witness's) knees and half on Lieut. Beacham's knees. The party did not interfere with the driver in any way. Just before the accident he watched the other car overtaking theirs. That car was going faster than the ordinary speed.

The Coroner: Can you say how close to your car it passed?—I should say about 10 feet on the right-hand side. Before the smash occurred I felt a bump, followed immediately by a crash.

The Coroner: Do you know what the bump was caused by?—I should say by a stone. I remember seeing some white stones afterwards and I think the car picked up one of them.

Were you thrown out?—I was.

Have you any theories as to the cause of the accident?—No.

Was there any racing between your car and the car that passed?—No, none that I know of.

Paymaster Lieut. Wallace, of the H.M.S. *Durban*, said he had had some experience in driving cars. He estimated the speed of their car at 30 miles per hour most of the way back to town. He was sitting alongside the driver. He occasionally watched him.

The Coroner: Did he strike you as a careful driver?—He was driving very well—very steady.

Was there any racing on the road that night?—No, we were going at the same speed most of the way.

Continuing, witness said that just before the accident he noticed the other car coming up. He first noticed it about 50 yards to the rear of theirs. It was coming right behind them and appeared to be travelling about 10 miles per hour faster than their car. There was no signal given neither did the approaching car sound a horn. When the approaching car drew level they were about two yards from the side of the road. The car overtook them just before they came to the curve where the accident took place.

The Coroner: Did your chauffeur know of the approach of this car?—No, I don't think so. I looked round again when the car was level with us.

Was the chauffeur surprised?—I cannot say. I did not see it. The other car drew clear of our car just as we began to turn. The road surface was dry at this point.

What did your chauffeur do?—The car in front ceased to gain. It may have slowed down or it may have lost speed in turning. There was about three feet between the rear of the other car and the front of our car.

In other words, the other car crossed your course?—Yes.

What did the chauffeur do?—He swerved the car slightly to the left in order to get clear of the other car. He then tried to bring the car back towards the centre of the road and then tried to bring it back again behind the other car.

Having got the car straight, the front left wheel caught a stone and the rear of the car must have swung on to the tramway standard. The car stopped dead with a very heavy crash. I was thrown forward on to the wind screen. I forgot to mention that during the bumping the engine was running free, the driver pulling out the clutch.

How do you think the accident occurred?—I should say it was a combination of high speed coupled with the fact that the other car passed on the bend.

You don't think that the accident was due to your car swerving round the bend at a high speed?—No, we were taking the bend quite well, and I am convinced that had the chauffeur held on to his original course he would have touched the other car.

It does not seem very likely that the other car after passing you slowed down?—The only thing I can think of is that it crossed right in front, which made it appear to go slower.

Mr. Dennis: Are you quite sure that you did not hear a horn blown by the approaching car?—Quite certain.

And that you gave no signal to pass?—No.

The Coroner (to the Jury): I think the point you have to get out is whether the accident was due to the action of the passing car, or whether it was due to the swerve of the car in which these gentlemen were travelling, due to its own high speed going round the bend. That is the point we want to get at.

To the witness: Of course your car was very heavily loaded?—Yes.

And the car was a very long one?—Yes.

Continuing, the witness said that he visited the spot again next day and noticed the tracks of the car as it bore into the side of the road. He also saw the marks of back wheels when the rear part of the car swung into the tramway standard.

In reply to one of the Jury, the witness said that after the other car passed, their car slowed down after a second or so as the driver immediately pulled out the clutch.

Lieut. R. B. Beacham said that in his estimation the car was travelling about 25 to 30 miles per hour. Near Causeway Bay he heard a car coming up behind and he then had the impression that their driver accelerated slightly.

The Coroner: There was no competition of speed between these two cars?—None, except what I have just said—when the other car came up behind us. The other car was going at least five miles an hour faster than ours.

The witness then described the swerving of the car into the standard. His estimate bore out what Lieut. Wallace had already told the Jury.

The Coroner: I take it you have no idea as to how the accident occurred?—My impression was that the speed was too great for the curve. If there had been no other car in the middle of the road it would have been an easy matter to negotiate it. It would be very difficult to bring a heavy car round in such a short space.

Do you think the back part of the car skidded?—No, it was not noticeable.

Lieut. Capley also gave corroborative evidence.

(Continued at foot of next column.)

SUMMARY COURT.

JUDGMENT IN PARTNERSHIP CASE.

At the Summary Court yesterday morning, the Puisne Judge (Mr. Justice Gompertz) gave judgment in a case in which Yuen Wing Cheung, a trader, sued Cheong Sing Loon Hing Kac, meat and cattle dealers, for the sum of \$1,000, the balance of principal and interest due on a promissory note. The original sum was \$1,311.33, but the odd \$251.33 was waived in order to bring the case within the jurisdiction of the Court.

In delivering his judgment the Puisne Judge said the claim was one against a partnership firm and two partners. One named Tsang Fook had had judgment delivered against him by consent. The question remained as to the liability of the remaining partner Chan Yau.

The partnership conducted a slaughter house, the meat from which was sold at a stall in the market. Chan Yau was the licensee of the stall. He gave up active participation in the management of the slaughter house in July, 1922, and the business thenceforward was conducted by Tsang Fook as managing partner.

The evidence was that in April of 1921 it was doing well. Tsang Fook had secured a loan from the plaintiffs with the ostensible purpose of adding capital to the firm's business. It was not suggested that Chan Fook was cognisant of the loan or that he in any way ratified it. The defendant Tsang Fook had been drawing the firm's money for his own use, and the proceeds of the loan were to partially replace what he had taken.

Chan Fook's trust in his partner was so great that he had omitted to take the most elementary precautions.

Judgment would be given for the defendant Chan Fook with costs, and against the defendant Tsang Fook with costs.

SHOP-LIFTERS.

A watchman, in the employ of the Lai Wah Company, Des Voeux Road Central, noticed two Chinese in the store engaged in the act of lifting a roll of silk from one of the counters. One of the Chinese was seen to pick up the roll and, with considerable dexterity, push it under his companion's long coat. An alarm was given and a chase ensued, in which the man with the roll of silk was caught. The other man got away. Yesterday, Mr. Lindsell, at the Magistrate's, sent the shoplifter to gaol for four weeks.

The next witness called was one of the gentlemen who travelled in the car that passed the car containing the Naval party just prior to the accident. He was John Melvyn Henderson, a clerk in the employ of the Canadian Pacific Steamship Office. He said he travelled back from Repulse Bay in car No. 48. He was accompanied by Mr. Vaux. They had both been to the Fancy Dress Ball at Repulse Bay Hotel. They left the hotel a little after 2 a.m. At the hotel they did not come in contact with any of the Naval party and he was not aware that this party returned at about the same time. The speed of their car varied. The car was discharged at Blake Pier between 3 a.m. and 3.30 a.m. He remembered overtaking a car but he could not say where. He heard the occupants of the other car cheer, and in response he waved his hand. As far as he could estimate, the speed of his car was 30 miles per hour. There was no racing. He could not say exactly at what speed the other car was travelling; it was at least five miles per hour slower. The distance between the two cars when they passed was about 8 to 10 feet.

The Coroner: Now it is said that your car crossed in front of the other car?—I don't know. They seemed to come up to the turn together.

Continuing, witness said that he could not say whether his chauffeur received the signal to pass or whether the horn had been blown.

Mr. Dennis: After you had overtaken this car, did you hear any sound of a crash?—No.

Was your car stopped at all?—No. Did it slow down?—No.

And as far as you can remember you heard no horn sounded by the driver?—I can't say.

Mr. G. J. Vaux, Assistant Purser of the *ss. Empress of Asia*, who was the other occupant of the passing car, was next called, but before he was examined Inspector Garrod explained to the Coroner that a certain portion of the road between Hongkong and Repulse Bay was closed each night from 1 a.m. to 6 a.m. for the purpose of road alterations. This meant that the cars had to journey back from Repulse Bay to Hongkong by the round-the-island route.

Mr. Vaux examined, said that as far as he could judge the speed of his car was 20 miles per hour. He remembered passing one car and the occupants of that car cheered and he and his friend waved back. He thought the speed of the car when they were actually passing the other car was about 20 to 25 miles per hour. His car was well over to the right side of the road. He could not say whether the car passed in front of the other car. The cars were not racing.

At this stage the Enquiry was adjourned until Monday afternoon, and it was arranged that the Coroner, Jury and solicitors should visit the scene of the accident this afternoon.

THE APPROACH OF CHINESE NEW YEAR.

ROBBERIES AND POLICE GETTING ACTIVE IN YAU MATI.

With the approach of the Chinese New Year, Yau mati, the haunt of many Chinese criminals, gains greater notoriety. Gangs of robbers become exceedingly active and the nerves of peaceable folk are kept more or less at a high tension. Scarcely a night passes but what a report of some "hold up," or armed robbery, is notified to the Police.

But if this activity is increased so is the surveillance of the Police, and many ne'er-do-wells are brought to book.

The other night a man was seen to be aimlessly lounging outside the Kwong Che Cinema, in Yau mati. A constable accosted him and a search revealed that he had in his possession a dagger and two gags, made of bamboo wood and pieces of string. He was invited to tell the police if he had any companions, and he informed them that he had a friend living at No. 5, Pakhoi Street.

The house was visited and the arrested man's friend was found to be in possession of a loaded revolver and three spare rounds ammunition. He also was invited to spend the night at the Yau mati Police Station.

Yesterday morning the two men were brought before Mr. J. R. Wood and charged with unlawful possession of weapons. Inspector Murphy asked for the two men to be committed to the Criminal Sessions for trial. Mr. Wood formally remanded the men until this morning.

In many cases the Yau mati Chinese assist the Police in tracking down criminals. Such a case was referred to before Mr. Lindsell, yesterday, when two Chinese were charged with having taken part in an armed robbery at No. 7, Portland Street, Yau mati, on the evening of New Year's Day.

Inspector Murphy informed the Court that a Chinese living on the floor below where the robbery was committed, heard a stampede on the floor above and a few moments later noticed a gang of men rushing down the stairs. He decided to track them. Some distance down the street the robbers separated and the Chinese followed two of the gang until he met a constable who arrested them. At the Police Station they were searched but nothing incriminating was found in their possession. The two arrested men were identified later by the man from the floor below, as two of the men who came down the stairs. The people from the floor, where the robbery took place were, however, unable to identify them.

The Magistrate decided to hear the evidence in the case this afternoon.

"SWINGING THE LEAD."

INDIAN CONSTABLE SENT TO PRISON.

"He has a very bad record," Mr. Burlingham, Assistant Superintendent of Police, informed Mr. Lindsell, at the Magistrate's, yesterday, referring to an Indian constable, named Baggi Singh, who was charged with being absent from duty, parade at 10 o'clock on the night of the 2nd inst. "He enlisted on June 12th, 1922, and has already been before the Court recently on a charge of malingering. He was, however, discharged on the doctor's evidence. He has been 'swinging the lead' ever since. He has also been before the Captain Superintendent of Police on a charge of malingering and has been fined \$2."

The constable admitted that he was absent from duty and said that he got drunk for the first time in his life. When he came to his senses he found himself lying on the basement floor of the new Police quarters at Central Station. He turned into bed.

In answer to a further charge of leaving the precincts of the Central Station without permission, the constable denied the charge.

Mr. Burlingham said that one of the Indian Sergeants-Majors had seen him leave the Station at 6 a.m. on the morning of the 3rd. He returned to the Station two hours later.

In view of the fact that he pleaded guilty to the first charge, Mr. Burlingham said he would not press the second charge, and the Magistrate withdrew it.

In sentencing the man to six weeks' imprisonment, his "Worst" observed: "You have been in the Force only a few months, and yet you have come here with the excuse that you were too drunk to go on duty. I am going to send you to prison. I hope it will teach you a lesson."

AN UNFOUNDED STORY.
MYTHICAL PIRACY STORY.

With reference to the story of the attempted piracy of the French steamer *Jade*, a long and detailed account of which was given in an evening column, enquiries made by us at the Harbour Office, and the Water Police, fail to confirm the report.

The story was to the effect that fifty pirates, unarmed, attacked the yacht, and fighting was going on practically throughout the night, the crew repelling the invaders with iron bars, sticks, and the butt ends of rifles and revolvers.

NEW RANGE OF FOOT WEAR.

MEN'S GOLFING SHOES.



THIS IS A SPENDID SHOE AND IDEAL FOR GOLF WEAR. SUPERB QUALITY OF MATERIALS FINISH AND CORRECTNESS OF CUT MAKE THE VALUE OUTSTANDINGLY ATTRACTIVE.

\$10.50

MEN'S DERBY SHOES.



THIS IS A STYLISH SHOE SUITABLE FOR TOWN WEAR, FAULTLESSLY FINISHED IN TAN WILLOW CALE. SIZES AND HALF SIZES.

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THIS FOOTWEAR MUST NOT BE CONFUSED WITH THE LOW PRICED FOOTWEAR ELSEWHERE OFFERED. EVERY PAIR IS OF FINE QUALITY ENGLISH LEATHER AND A MODEL OF STYLE AND EXCELLENCE.

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NEW ADVERTISEMENTS

HONGKONG PHILHARMONIC SOCIETY.

THERE are Vacancies in the Orchestra for Flute, 2 Clarinets, 1 Bassoon, 2 Horns, 1 Trombone and Timpani. The conductor (Mr. T. P. M. BRYAN) will be glad if those who are willing to assist will attend the Practice at the St. John's Cathedral Hall, at 5.15 p.m., on MONDAY, 8th JANUARY, 1923.

E. BULLOCK.
Hon. Secretary.

NOTICE.

WE have authorised Mr. JOHN FLEMING, Chartered Accountant, to sign our Name as a Partner in our Firm in Hongkong as from this date.

LOWE, BINGHAM & MATTHEWS.
Hongkong, 30th December, 1922. [131]

NOTICE.

WE regret to announce that owing to continued ill health, our Mr. E. A. M. WILLIAMS has retired from the Firm, and his interest and responsibility in the Firm ceases from this date.

LOWE, BINGHAM & MATTHEWS.
Chartered Accountants.
Hongkong, 31st December, 1922. [132]

NOTICE.

AS from THIS DATE our Firm Name will be "DEACON, HARBSTON & SHEPHERD".

DEACON, LOOKER, DEACON & HARBSTON.
Hongkong, 1st January, 1923. [133]

NOTICE.

WE have this day admitted FRANCIS CHUNG HONG as a Partner in our Firm.

TAIT & CO.
Amoy and Formosa.
Dated 1st January, 1923. [134]

NOTICE.

I, the Underigned have THIS DAY been appointed Manager of the Printing Department of the HONGKONG PRINTING PRESS, 19, Wyndham Street.

A further announcement regarding the HONGKONG PRINTING PRESS, will be made, at an early date.

V. C. LABRUM.
Tel. C. 437. [173]

MUNICIPAL NOTIFICATION.

CANDIDATES for the Post of Medical Officer to the Port of Chinkiang are hereby notified that the Post has been filled by the appointment of Dr. FORTUNES JONES, B.A., M.R.C.S. and L.R.C.P.

By Order,
(Signed) J. KELLY,
Municipal Secretary.
Chinkiang, 13th December, 1922. [135]

THE HONGKONG JOCKEY CLUB.

ANNUAL RACE MEETING, 1923.

FEBRUARY 28th, MARCH 1st, 2nd & 3rd.

ENTRIES for the forthcoming Races close on SATURDAY, 27th inst., at 3 p.m., and must be sent to the JOCKEY CLUB, Room 3A, Charter Road, on or before this date.

Entry Forms are now ready and can be had at the JOCKEY CLUB STABLES, JOCKEY CLUB ROOM, (Hongkong Club Annex, Charter Road), Race Course, HONGKONG CLUB and LINTASDALE DAVID, Alameda Buildings. [137]

ST. GEORGE'S BALL, 1923.

To be held in the CITY HALL on FRIDAY, 5th JANUARY, at 9.30 P.M.

FOR the convenience of Guests, it is announced that the meeting places arranged for Dancers are Letters A, B, C and D.

Supper will be served in three separate sittings: after the eighth, thirteenth and seventeenth dances.

The following is the Programme:—

Extra—One Step—"Swanee Rose".

1.—Lancers—"Gaiety Lancers".

2.—Waltz—"Lullaby of the Swallow".

3.—Fox Trot—"Say it with Music".

4.—Fox Trot—"Stimulating".

5.—Waltz—"Three o'clock in the morning".

6.—Fox Trot—"The Sheik".

7.—One Step—"Swanee".

8.—Lancers—"Savoy Lancers".

FIRST SUPPER

9.—Fox Trot—"Song of Persia".

10.—Fox Trot—"Sunny Tennessee".

11.—One Step—"Zenda".

12.—Waltz—"In my tippy canoe".

13.—Fox Trot—"My coal-black Mammy".

SECOND SUPPER

14.—One Step—"Molton time in Dixieland".

15.—Waltz—"Destiny".

16.—Fox Trot—"Yoo Hoo".

17.—Fox Trot—"You're a Good Girl".

THIRD SUPPER

18.—Waltz—"Alice Blue Gown".

19.—One Step—"Crowning".

20.—Fox Trot—"Kiss me by wireless".

21.—Fox Trot—"Say it while dancing".

22.—One Step—"California".

The music will be provided by the Bands of the 2nd Batta. King's (Liverpool) Regiment and the Hongkong Hotel Co., Ltd.

Late Peak Trams and Ferries:—

12.30 a.m. 1 a.m. 1.30 a.m.

2 a.m. 2.30 a.m. [167]

THE CORONET.

DOUGLAS FAIRBANKS

HIS MAJESTY,
THE AMERICAN.

KOWLOON THEATRE.

HOMESPUN FOLKS.

INTIMATIONS

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

5% FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

PAYMENT of the HALF-YEARLY INTEREST due on 1st JANUARY, 1923, will be made on presentation of Coupon No. 21 at any of the undermentioned Banks, viz.:

HONGKONG AND SHANGHAI BANKING CORPORATION, At Tientsin, Shanghai or Hongkong.
CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, At Hongkong.
RUSSO-ASIATIC BANK, At Tientsin and Shanghai only.

BANQUE DE L'INDO-CHINE, At Tientsin and Shanghai only.

BANQUE BRITANNE, At Tientsin and Shanghai only.

The Interest, less Income Tax at 5% in the £, will be:

On £20 DEBENTURES: £1.0.0.
Per Coupon (Gross) £12.0.0.
Less Tax at 5% in the £ 3.0.0.

Net amount payable: £9.0.0.

On £100 DEBENTURES: £5.0.0.
Per Coupon (Gross) £23.0.0.
Less Tax at 5% in the £ 15.0.0.

Net amount payable: £22.5.0.

On £500 DEBENTURES: £25.0.0.
Per Coupon (Gross) £115.0.0.
Less Tax at 5% in the £ 34.5.0.

Net amount payable: £211.5.0.

Payment will be made in Teals at the Demand Buying Rate of exchange of the day the Coupon is presented.

By Order,
THE KAILAN MINING ADMINISTRATION,
P. C. YOUNG,
Acting General Manager.

133

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

SIX PER CENT FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

TENTH DRAWING.

NOTICE IS HEREBY GIVEN that, in conformity with the conditions endorsed upon the Debentures, the undermentioned numbers of Debentures of the total value of £24,000 were drawn on the Thirty-first day of October, 1922, at the Offices of the Company, No. 22, Austin Friars, in the City of London.

in the presence of WALTER FITZMAURICE, one of the Directors, ALFRED WILLIAM BERRY, Secretary of the Company, and JOHN WILLIAM PATRICK JAURALDE, of 7/8, Great Winchester Street, London, E.C., Notary Public.

The said Debentures will be paid off at par on the 30th December, 1923, at either of the following places:—

In LONDON: At the Transfer Office of the Company, No. 3, London Wall Buildings, E.C.4.

In BRUSSELS: At the Offices of the Local Board, 13, rue Broderode, Brussels.

In CHINA: At the General Offices of the Company, Tientsin.

5 BONDS OF £500 EACH, NUMBERED:—

30 162 133 200 227

70 BONDS OF £100 EACH, NUMBERED:—

344 350 411 509 529 776

784 833 1138 1146 1153 1212

1223 1280 1315 1332 1428 1436

1457 1557 1561 1612 1620 1637

1641 1672 1686 1699 1728 1765

1794 1825 1850 1879 1884 1967

2003 2056 2111 2168 2185 2187

2242 2317 2321 2380 2725 2745

2832 2873 2924 2943 2951 2979

3004 3058 3102 3141 3148 3305

3324 3369 3381 3422 3439 3503

725 BONDS OF £20 EACH, NUMBERED:—

3777 3798 3851 3978 3994 4003

4011 4094 4143 4178 4177 4249

4251 4279 4280 4296 4411 4535

4537 4569 4631 4672 4694 4830

4933 4965 5005 5099 5104 5122

5273 5288 5344 5384 5408 5518

5559 5579 5603 5745 5758 5964

6027 6094 6098 6149 6183 6252

6321 6341 6425 6445 6527 6592

6598 6599 6675 6694 6709 6748

6755 6773 6784 6790 6823 6828

6833 6893 7019 7062 7081 7114

7166 7194 7220 7230 7276 7340

7362 7469 7497 7562 7623 7670

7712 7859 7896 7908 7920 8019

8056 8107 8178 8185 8194 8210

8279 8293 8394 8415 8428 8431

8449 8497 8539 8567 8788 8821

8911 8932 8945 8968 8990 8998

9013 9026 9050 9068 9088 9099

9248 9250 9407 9408 9427 9475

9488 9565 9593 9615 9706 9765

9792 9865 9871 9879 9899 9904

9923 10017 10080 10085 10131 10137

10161 10189 10197 10218 10293 10298

10467 10549 10610 10633 10678 10684

10764 10844 10845 11029 11111 11137

11191 11199 11355 11358 11449 11554

11676 11713 11744 11767 11848 11871

11959 11987 12117 12168 12246 12253

12274 12338 12356 12486 12509 12598

12611 12707 12861 12904 12905 12923

12911 12928 13124 13138 13144 13206

13306 13254 13273 13287 13713 13738

13739 13262 13317 13266 13275 13297

14011 14017 14073 14089 14092 14228

14223 14234 14236 14319 14327 14463

14454 14676 14617 14635 14692 14747

14638 14928 15030 15033 15097 15147

15162 15259 15345 15333 15460 15465

15655 15371 15604 15695 15717 15811

15857 15900 15914 15917 15976 16008

16031 16063 16262 16236 16312 16388

16481 16337 16606 16693 16705 16788

16782 16739 16846 16891 16945 17008

17013 17063 17063 17094 17131 17174

17221 17273 17276 17281 17318 17384

17413 17479 17505 17567 17641 17683

17598 17646 17657 17724 17733 17740

17915 17933 17934 18200 18211 18317

18364 18402 18564 18671 18685 18639

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19062 19132 19234 19228 19249 19259

19393 19417 19443 19451 19524 19540

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Wine & Spirit Merchants.

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LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JANUARY 5th, 1923.

THE THREATENED INVASION OF KWANGTUNG.

ALTHOUGH efforts have been made by the Canton authorities to suppress "alarm" reports of the threatened invasion of the province of Kwangtung, it is perfectly plain that much uneasiness prevails among the merchants of Canton, evidently not without justification when we see that the Military Governor has had to blockade the port of Wuchow.

The news is that a large force of Yunnanese troops, which appears to have been "supporting" itself for some time in the province of Kwangsi, has marched down to Wuchow and taken possession of the city; that a considerable body of Kwangsi troops under one of Sun Yat Sen's generals is co-operating with them, and that the Cantonese garrison at Wuchow has mutinied and gone over in a body to the invaders, whose declared intention is to re-establish the Government of Sun Yat Sen at Canton. Some reports give the number of troops concentrated at Wuchow as upwards of 30,000. General Chen Chiung-ming, the Commander-in-Chief of the Kwangtung troops, gives to enquirers, however, the most complete assurance that there is no reason for alarm; but the fact that the Chinese Chamber of Commerce is asking that all troops shall be quartered outside, and not within the city, as at present, is a clear indication that the merchants are extremely dubious regarding these assurances of perfect security.

The Canton Times tells us that the Cantonese Army is capable of soon overcoming the invading Yunnanese, because of their better equipment and greater strength. The Yunnanese force is described as "stranded troops," without a base or regular source of support, and without a legitimate government or commander, and it is said that the combined forces at Wuchow are relying

for the success of their enterprise on disaffection among the Cantonese troops in the province of Kwangtung, calculated to render them at least inactive if it does not persuade them to join the invading force. Fighting between this force and the Cantonese troops sent up the river to hold the invaders in check is already reported. The conflicting character of the reports does not enable us to form any opinion regarding the outcome of these operations, though if General Chen Chiung-ming is able to depend on the solidarity of the Cantonese Army there can be no doubt regarding their ability to drive back the invaders, especially if it be true that the Yunnanese are "greatly in need of reinforcements, in men and arms." But Sun Yat Sen has a considerable crowd of sympathisers in Canton and other parts of the province who are reported to be actively at work stirring up disaffection likely to seriously embarrass the Military Governor, and to these activities can probably be ascribed the effort to destroy by bombs the track of the Canton-Samsui railway in order to hamper the movement of troops. A survey of the situation suggests the possibility of a protracted struggle. At a time when much business activity is usual, in view of near approach of the Chinese New Year, we have the whole trade of the West River brought practically to a standstill, trading vessels being commandeered for military service. How long this is likely to endure it is at present impossible to say, and we can only hope that General Chen Chiung-ming will be able to suppress the disturbers of the peace of the Two Kwang as quickly as he is said to think he can.

OBITUARY.

MR. J. D. OSMUND.

In the death of Mr. James Daniel Osmund, the Portuguese community of the Colony loses a member who was active in the promotion of the welfare of the community and held in high esteem. Mr. Osmund passed away at his residence, No. 1, Bellis Terrace, in the early hours of yesterday morning. Suffering from kidney trouble he had been under medical treatment for some time past, though he was well enough to attend his duties at the China Sugar Refining office where he was chief clerk, and to take an active interest also in a number of recent sports meetings, so that his death came as a shock to all. The late Mr. Osmund was President of the Catholic Union Club, and also of the Portuguese Philharmonic Society. He was prominently connected also with the Society of St. Vincent de Paul, and was a member of the committee of the Society of Mutual Aid for Portuguese. The deceased was only forty-seven years of age at his death. He had been with the China Sugar Refinery for twenty-seven years. He is survived by a widow and four sons, by his father (Mr. Charles Osmund, who is eighty years of age), and by one brother, Mr. A. F. Osmund.

The Catholic Union Club was closed down entirely last night as a mark of respect to the deceased President.

The funeral was held yesterday evening. A large number of Portuguese were in attendance. The Catholic Union Club was represented, as also was the Portuguese Philharmonic Club.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

BRITAIN'S SHARE OF THE BOXER INDEMNITY.

SIR F. LUGARD CHAMPIONS HONGKONG UNIVERSITY'S CLAIMS.

LONDON, January 3rd.

CABLES.

LATEST CABLES.
[THROUGH DEUTER'S AGENCY.]THE EUROPEAN SITUATION.
LONDON DOES NOT VIEW THE
SITUATION TRAGICALLY.

LONDON, January 3rd.
Despite some alarmist reports from Paris, forecasting the breakdown of the Conference to-day, and the immediate preparations by France to act alone against Germany after January 15th, well informed observers generally are not disposed to take so tragic a view of the situation at present, and are of opinion that there is reason to hope that a common formula may yet be reached, though the position is undeniably serious.

ITALIAN SCHEME BEING
PREPARED.

It is suggested from Paris that the Italian delegation is preparing to present a compromise scheme at to-day's sitting of the Conference, and it is noteworthy that Mr. Bonar Law has declared his willingness to meet the French objections by waiving his proposal for a German chairman of the proposed finance council. Happily the atmosphere at the Conference yesterday was entirely cordial.

"DAILY MAIL" CRITICISES
BRITISH PLAN.

The *Daily Mail*, alone among the London newspapers continues to champion the French rather than the British scheme, terming the revised French plan as moderate and workable, and condemning the British proposals because they lack guarantees against continued German evasion. The *Daily Mail* declares pointedly that Mr. Bonar Law has promised us tranquillity, but in little more than six weeks he has imperilled the Entente, played into the hands of the Germans, and created general consternation among the Allies.

The morning newspapers generally fully recognise the importance of preserving the Entente.

GERMANY OPPOSED TO FRENCH
PROPOSALS.

The German Government, public and press unite in sharply rejecting the French plan, while they are apparently willing to take the British plan as a basis for negotiation.

AMERICA CLOSELY WATCHING
CONFERENCE PROCEEDINGS.

WASHINGTON, January 3rd.
There is ample evidence that official circles are watching every move at the Paris Conference, deeply realizing that they may weigh tremendously in determining the future policy of the Government. Outwardly, there was a show of confidence that an Anglo-French break might be avoided, but inwardly, officials seem to be asking how the United States can help if the statesmen cannot agree. Mr. Harvey spent the whole of the day at the White House State Department, but the precise rôle he is playing is still unknown.

The Senate to-day began the debate on Senator Robinson's resolution authorising President Harding to appoint one or more American representatives on the Reparations Commission. Senator Robinson asserts that he intends to ask for prompt action, and will also request the foreign relations committee to question the American unofficial observers abroad, and invite the State Department to have cabled home all reports bearing on reparations. This move is certain to meet with stubborn opposition.

SIGNIFICANT AMENDMENT IN
U.S. SENATE.

WASHINGTON, January 3rd.
Coincidentally with the arrival of Ambassador Harvey and Mr. Baldwin, to discuss the funding of the British debt to America, Mr. Robinson (Democrat) introduced into the Senate a resolution authorising the President to appoint representatives to the Reparations Commission.

EARLIER CABLES.

BRITISH PLAN REJECTED BY
FRENCH CABINET.

PARIS, January 3rd.
The French Cabinet today unanimously rejected the British reparations proposals.

M. Poincaré this morning communicated to the Cabinet the British reparations plan, and the Cabinet was unanimously of opinion that the plan entailed a considerable reduction of French credit, also fresh delays, without giving any security, and thus constituted a definite abandonment of the essential clauses of the Treaty of Versailles.

PARIS, January 3rd.
A semi-official communication states that if the British at to-day's conference do not accept the principle which M. Poincaré regards as indispensable, namely no moratorium without pledges, the discussions will not be carried further; if the principle is accepted, the discussions will continue on the basis of the French memorandum.

CONFERENCE PROCEEDS WITH
OUT INTERRUPTION.

PARIS, January 3rd.
The conference adjourned for tea, and then resumed. There is every prospect of a long sitting.

LATER.
The Allied conversations, which were resumed this afternoon, are proceeding uninterruptedly.

LATER.
Despite the French semi-official message hinting at a possible rupture, the conference proceeded uninterruptedly and adjourned in the evening until to-morrow afternoon.

SATISFACTORY SOLUTION STILL
POSSIBLE.

LONDON, January 3rd.
British commentators emphasise that the predominant objects of the British plan are to get Germany on her feet commercially, and transfer her indebtedness from enemy nations to private investors; while the French aims are political rather than economic, demanding pledges to ensure their national security; hence the irreconcilable attitude, which a Paris message says is still conspicuous to-day, contrasting strongly with the British, who are showing every disposition to go to all reasonable lengths to meet the Allies on a compromise compatible with the fundamental principles of British policy. Hence British circles still cling to the hope of a satisfactory outcome of the discussions, which only began to-day, yesterday's proceedings being limited to the presentation of the plans of the respective Allies.

The Belgians and Italians are less hostile than the French to the British plan, and there is some hope of Belgium exerting a conciliatory influence, as she has done at previous conferences. Herr Bergman is remaining in Paris for consultation if the conference desires, but no German plan is officially before the conference.

FRENCH CRITICISMS OF BRITISH
PLAN.

PARIS, January 3rd.
The earlier part of the conference was devoted to listening to M. Poincaré's detailed criticisms of the British plan. In addition to contending that the plan would wash out the Peace Treaty and cripple the Reparation Commission, M. Poincaré complained that France, Belgium and Italy could be put in the minority on the foreign finance council by the casting vote of the German Finance Minister.

The plan clashed with the Treaty regarding payments in kind, and did not provide for pledges for enforcing payment at the expiration of the moratorium. He declared the plan would enable Germany to pay off her reparations debt in fifteen years after which she would be the only country in Europe without any foreign obligations. He was of opinion that effective reparations payments under the first series of bonds would amount to twenty milliards of marks, of which France would receive eleven.

Regarding the second series, the plan would reduce France's share to thirty-five per cent, instead of fifty-two, and increase Great Britain's share from twenty-two to forty-seven per cent, simultaneously cancelling Belgian priority. As regards inter-Allied debts, M. Poincaré pointed out that in order to obtain a cancellation of the eleven milliard gold marks owing to Great Britain, France would have to abandon thirty-eight milliard gold marks of bonds under the London schedule of payments and two and a half milliards in respect of the Belgian war debt, besides a milliard gold marks deposited in the Bank of England, in addition to other sacrifices.

THE BRITISH PREMIER'S VIEWS.

PARIS, January 3rd.
M. Thurnis supported M. Poincaré's viewpoint, and expressed disappointment at the British scheme, which he was unable to accept. He regretted that there seemed little hope of bringing the schemes into alignment, but was of opinion that an agreement was possible on a less ambitious plan regarding the conditions for a moratorium. The Italian delegate, Signor Della Torretta, reserved his statement until to-morrow.

Mr. Bonar Law expressed willingness for Belgium priority to remain, but declined to agree that the British plan violated the Peace Treaty. He repeated that if Germany failed to carry out the measures drawn up by the commission of control, Britain would be prepared to execute the fullest sanctions. He denied that the German Finance Minister would have any say on the subject of whether Germany was carrying out her obligations, and said that the French and Italian gold deposits did not exist in the Bank of England because they had been sent to America in wartime to pay the munitions. He declared that it was useless patching up an unworkable plan, which was not going to produce results. He was not saying he would necessarily reject a temporary, practicable arrangement, but it was necessary to face reality and realise the broad differences respecting the total amount obtainable and the methods of obtaining it.

Mr. Bonar Law admitted that France had abandoned some of the most objectionable pledges, but the French plan made a German recovery impossible. He stated that firstly the committee of supervision proposed by France would practically take over the responsibility of the Government, which was a dangerous proposal; secondly, the control of the coal industry of the Ruhr, which was the jugular vein of German trade, would prejudice German industry; and thirdly the demand for large payments in kind during the moratorium was almost as dangerous as demanding cash, involving a further inflation of currency.

PARIS, January 3rd.
A semi-official communication states that if the British at to-day's conference do not accept the principle which M. Poincaré regards as indispensable, namely no moratorium without pledges, the discussions will not be carried further; if the principle is accepted, the discussions will continue on the basis of the French memorandum.

LATEST CABLES.
REMARKABLE GLIDING FEATS
IN AN ORDINARY AEROPLANE.

PARIS, January 3rd.
According to a telegram from Biskra, Algeria, the remarkable feat of remaining in the air one hundred minutes in an ordinary aeroplane with the engine shut off, by utilising aerial currents, has been accomplished by a Frenchman, Lieutenant Thoret.

A SEVEN HOUR GLIDE.

Lieutenant Thoret subsequently made another gliding flight occupying seven hours, which is stated to be the world's record. An ordinary unadapted army machine was used, carrying an additional weight of two hundred kilos.

FATAL BRIDGE SMASH IN
AMERICA.

MANY PERSONS MISSING.

NEW YORK, January 3rd.
Eighteen persons are reported missing as the result of the breaking up of a log jam, destroying a foot-bridge over the Colitz River at Kelso, Washington State, which was crowded with spectators. Many motor-cars also fell into the water.

SOUTH PACIFIC RESEARCH.
EXPEDITION TO START EARLY IN
THE SUMMER.

LONDON, January 3rd.
It is announced that a research expedition to the South Pacific is being organised to start early in the summer.

PRINCESS VICTORIA ILL.
PROGRESSING TOWARDS
RECOVERY.

It is announced that Princess Victoria (second daughter of King Edward VII.) has been suffering for several days with bronchitis and pulmonary congestion, but Her Royal Highness was a little better to-night and her strength has been maintained.

LENIN'S ILL HEALTH.
FOREIGN SPECIALISTS
SUMMONED.

RIGA, January 3rd.
Advices from Moscow state that a serious new crisis has occurred in M. Lenin's health. Foreign specialists have been summoned.

NEW DUTCH LOAN.

AMSTERDAM, January 3rd.
The first eighty million florins new six per cent. State Loan will be issued on January 10th at 97½.

EARLIER CABLES.

BRITISH TRADE PROSPECTS
COTTON AND SILK TRADE LIKELY
TO IMPROVE.

LONDON, January 3rd.
An optimistic view of trade prospects in 1923 is taken by the *Bulletin*, the organ of the Federation of British Industries. Dealing with cotton it says that although trade conditions at present are wretched, a rather more hopeful feeling prevails in Manchester. It is believed the demand will broaden soon, but the present level of prices handicaps Lancashire firms, as there is little probability of the natives of Eastern countries being able to consume large quantities of goods at the current rates.

As regards silk, the review says it is unquestionably making up, and trade has improved, but the dress goods business is slacker than ever and there is very little sign of an early improvement.

ANGLO-PERSIAN OIL CO.
NEW SHARE ISSUE.

LONDON, January 3rd.
Underwriting is being arranged for 800,000 ordinary £1 shares in the Anglo-Persian Oil Company, to be offered to the public at 75 shillings per share. New capital is required to develop distributing organizations and complete the fleet of tankers. Applications by shareholders in the Anglo-Persian and Burmah Oil Companies will be specially considered.

LAUSANNE CONFERENCE.
A FURTHER DELAY.

LAUSANNE, January 3rd.
A further four or five days' delay is anticipated pending Hagan Bey's arrival with the Angora Government's instructions. Interest at present is centred on the Paris negotiations, which the Turks are following most closely, feeling that the outcome may influence the negotiations at Lausanne.

RUSSIAN FAMINE.
PREPARATIONS FOR RELIEF.

CHRISTIANIA, January 3rd.
Dr. Naasen is leaving for Moscow in the middle of January to confer with the Soviet authorities and his own representatives with regard to famine relief during the winter.

FAR EASTERN CABLE
NEWS.

(Continued from page 4.)

[BY COURTESY OF "DAILY BULLETIN"]
TSAO KUN - CHANG TSO LIN.NEGOTIATING FENGTIEN-CHIHILI
AGREEMENT.

PEKING, January 3rd.
Reports of negotiations between Tsao Kun and Chang Tso Lin with a view to a Chihli-Fengtien agreement continue to reach Peking.

It appears that Pao Kwei Ching is acting as mediator, and though progress is reported, it is stated that Chang Tso Lin's demand for the return of the arms and ammunition which Wu Pei Fu captured last July and since transferred to Loyang has hitherto formed an insuperable obstacle.

TSAO KUN'S NOMINEES.

PREMIER THROWS THEM OUT.

PEKING, January 3rd.
Having thrown out Tsao Kun's nominees for portfolios in the Cabinet, Premier Chang Shou Tseng has sent General Lu Chin to Paoingfu to confer with Tsao Kun.

General Lu Chin returns this evening. This explains the absence of the announcement of the new Cabinet Ministers.

ABOLITION OF TUCHUNATES.

DISBANDMENT OF TROOPS
RETARDED.

PEKING, January 3rd.
President Li Yuan Hung has issued a long circular telegram urging the early abolition of the Tuchunates and the disbandment of troops.

President Li Yuan Hung contends that while the Tuchuns remain it is impossible to disband the troops, which are draining the country's resources and keeping the country in a state of unrest.

President Li Yuan Hung adds that his resignation has been in the hands of Parliament for some time, that he is ready to retire when a successor is appointed, and that while he remains he intends to work for the country's welfare, but the Tuchuns and the soldiers stand upon the road leading to national salvation.

"HOMESPUN FOLKS."

KOWLOON THEATRE'S FINE PICTURE.

Laughter and tears are finely mingled in "Homespun Folks," the fine picture which begins what cannot but be a successful run at the Kowloon Theatre to-day. Except that it cannot boast anything so sensational as that wonderful scene in the sympathy and appeal of its intensely human story. It tells of a country lawyer's fight against crooked politics and as a modern picture of small town life in America it is said to hold the mirror very closely to the real thing. The characters are real and the story combines human interest, comedy and a touch of melodrama in judiciously adjusted measures. Dramatic thrills come fast, from the big election scene to the tar-and-feathering raid that is barely averted. Humour and pathos, action and startling reaction, love and hatred, have been blended into a charming and totally sincere whole.

An English lady, Miss Beryl G. MacNamara, has been selected as English language tutor to the officials of the Imperial Household of Japan. Miss MacNamara first went to Japan on a Shakespearean recital tour of the Far East. Nearly every one of the higher officials attached to the imperial household of Japan, says a Tokyo correspondent, has a fair knowledge of the English tongue, but it is to enable them to acquire the niceties of speech requisite for the fluent use of the language that has prompted the Japanese Government to enlist the services of Miss MacNamara.

IRISH EXECUTIONS.
A REPORT DENIED.

LONDON, January 3rd.
The Dublin report of the execution of four rebels in Kerry, cabled yesterday, is officially denied.

SOUTH AFRICAN TEST MATCH
M.C.C.'S SENSATIONAL COLLAPSE.

CAPE TOWN, January 3rd.
There was summary weather to-day on the resumption of the Test match. There were 6,000 present. The wicket was perfect. South Africa compiled 242, with a great partnership between Catterall and Taylor, who knocked up 78 and 68, and produced altogether 155 for the second wicket, but the remaining batsmen failed against the fine bowling of Macaulay, who took 5 for 64, and Kennedy, 4 for 58.

England went in and secured 98 for the loss of 6 wickets, this very sensational collapse being due to the magnificent bowling of Hall, whose present analysis is 5 for 28. The South African fielding was excellent. Play closed amidst demonstrations of wild enthusiasm.

SCOTTISH LETTER.
THE DISSOLUTION HONOURS.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, November 15th.

The list of honours which, as a matter of course, follows a Dissolution of Parliament, contains no surprises; indeed most of them were quite expected. Sir Joseph Paton Macleay, Bart., who receives a Peerage, is one of the best-known business men in the West of Scotland in shipping circles. He was formerly a Magistrate of Glasgow and an active member of the Clyde Trustees. During the war, when the problem of shipping had to be faced in consequence of the German submarine campaign, Lord Macleay was appointed by Mr. Lloyd George as Shipping Controller in 1916, and his expert and distinguished services to the nation in that capacity have been on several occasions the subject of public comment by the ex-Premier.

The Privy-Councillors include Lieut.-Col. Sir John Gilmour, Bart., who sat in the last Parliament for the Pollok Division of Glasgow, and was a Junior Lord of the Treasury. In both the South African and European wars he served with distinction, and in the latter campaign was awarded the D.S.O. with bar. He is a director of the Caledonian Railway Company. Another Privy Councillor is Sir William Sutherland, K.C.B., who has occupied several posts and has acted as Parliamentary Secretary to the Prime Minister. He has made a special study of the land question, about which he has several publications to his name. He also assisted in preparing and putting into operation the Old Age Pensions Act and the National Insurance Act. Among the Knights are Mr. John William Pratt, who was Sub-Warden of the Students' Settlement in Glasgow and a member of Glasgow Town Council. Later he served in Parliament as member for Linlithgowshire and then for the Cathcart Division of Glasgow. He was Under Secretary of Health in Scotland. Mr. Alexander Wood, who also receives a Knighthood, is ex-Provost of Farnhill.

THE AULD BRIG OF AYR.
With seven centuries of history behind it, the Auld Brig of Ayr is one of the most remarkable structures in Scotland, and in addition there is its imperishable association with Robert Burns, our National Bard. It is, indeed, the visible expression of much of the poet's personality, and with the "Brigs o' Doon" and the "clay biggin" at Alloway must ever remain one of the triple altars in that imperishable shrine of the poet's worship which, having Alloway and Ayr for its Mecca, draws towards it the feet and hearts of countless thousands from beyond even the seven seas. It can be imagined, therefore, the indignation aroused when it became known that a scheme was on foot which menaced the safety and amenity of one of Scotland's most hallowed monuments. It will be remembered that only some twelve years ago the bridge was repaired at a cost of £10,000, raised by public subscription, most of the money coming from the members of Burns clubs.

It seems that there lies between the Auld and New Bridges of Ayr on the north side of the river, a portion of the river bed, which many, including the Town Council, consider would be better reclaimed for public needs, and the Council proposed that this work should be undertaken in order to relieve the local problem of unemployment. But this would cause a severe scour in the river, to the danger of the Auld Brig. The seriousness with which the threat to the ancient structure is regarded was shown by Sir John Stirling-Maxwell's statement, on behalf of the Ancient Monuments Board, that the matter had been referred to his Board by the Board of Works, with instructions to watch developments. And that the threat is a real one may be fairly concluded from the vigorous protest by Mr. James A. Morris, an architectural engineer who took a prominent part in the restoration of the Brig. Lord Rossbery, also, has expressed himself as "heartily in sympathy" with the movement of protest. Faced by such strong opposition, Ayr Town Council has delayed the scheme "for further consideration." They will do wisely if they either drop their plan for deepening the river or modify it very considerably. A storm is rising among patriotic Scots and lovers of Burns before which, in the end, they will be forced to bow their heads.

CHURCHILL'S LIBERALISM.
"What" asked a sturdy Independent Liberal, "is the difference between Mr. Churchill's Liberalism and mine?" On being asked to answer his own riddle, he explained, "My Liberalism is plain Liberalism, without prefix or suffix; Mr. Churchill's is still plainer Liberalism, without prefix or suffix or appendix."

KIPLING AND BARRIE.
Now that Kipling has succeeded Barrie as Lord Rector of St. Andrew's University, an encounter between the two men in their younger days may be recalled. They happened to meet on a railway platform, and Kipling, seeing Barrie with an armful of popular magazines, and having no time to visit the bookstall himself, snatched them away, and flung some money to Barrie. The incident is interesting because it reveals that neither of these great men was "highbrow" in his tastes. But there is an even more interesting sequel. Someone said to Barrie afterwards, "I don't suppose you stopped to pick up the money?" "Indeed but I did," was the reply, "and he hadn't flung me half enough."

ROMANCE OF THE PEACOCK.
The details of a wedding, a romance of the Peacock, have just leaked out. It took place very quietly at Portobello. The bride is the Hon. Alexandra Louisa Knollys, widow of Captain Allan Keith Mackenzie, and only daughter of Viscount Knollys of Caversham, formerly private secretary to King George V. Lord-in-Waiting to Queen Alexandra. Groom-in-Waiting to King Edward when Prince of

Wales, and Gentleman Usher to Queen Victoria. The bridegroom is Richard Henry Cheekley, who is the son of a mason in the Court of Session, Edinburgh. He served in the war, and attained commissioned rank. Since he was demobilised he has been engaged in commercial life, and was employed in the London branch of a Scottish firm of tobacco manufacturers. It is understood that the young people met during the war, in which the bride acted as a hospital nurse. She was married to her first husband in 1911, then the second surviving son of the late Sir Allan R. Mackenzie, Bart., of Glen Muick, Aberdeenshire. He was killed in the war, and is survived by a son, Alexander George Anthony Allan, born on January 4th, 1913, who is the heir of Sir Victor A. F. Mackenzie, Bart., D.S.O., the groomsmen at the wedding of Princess Mary.

The bride's father, Lord Knollys, was born in 1837, and was married in 1857 to the Hon. Ardyn Mary Tyrwhitt, eldest daughter of Sir Henry Thomas Tyrwhitt, Bart., and his wife, Baroness Berners, a descendant of the fifteenth century Baron Berners, who was a son of William Count of Eu, in Normandy, and of Anne, daughter of the Duke of Gloucester. On her father's side the bride has an ancestor who was treasurer to the household of Queen Elizabeth.

It is understood that the wedding has taken place with the full knowledge and consent of Viscount Knollys, who would have attended the ceremony if the state of his health had permitted him to travel. On the wedding day a long telegram of congratulation was received by the happy pair from the aged Peer. The bride is named after Queen Alexandra, who is her godmother.

SCOTCH-RUSSIAN MARRIAGE.

The marriage was celebrated at the Orthodox Greek Church, of St. Philip's Buckingham Palace Road, London (after a civil marriage at St. George's District Registrar's office), of Captain James Haldane Adair Campbell, elder son of Major and Mrs. Adair Campbell of Tullichewan, Loch Lomondside, and a nephew of the late Sir Henry Campbell-Bannerman, and the Princess Catherine Galitzine, third daughter of the late Prince Paul and Princess Alexandra Galitzine. The Princess, along with her mistress, the Grand Duchess Vladimir of Russia, to whom she was lady-in-waiting, escaped from the terrors of revolutionary Russia, and embarking on a British War vessel was brought safely to France. Captain Campbell, who is a member of a well-known Glasgow soft goods firm, met the Princess three years ago. In future the bride will be known as Mrs. James Adair Campbell, as it is the Russian custom to give up any title on marriage if necessary.

SOCIETY ENGAGEMENT.

The engagement is announced of Mr. Charles Edmondstone and Miss Gwendolen Marshall Field, niece of Lady Beatty. The bridegroom, eldest of the elder surviving son of Sir Archibald and Lady Edmondstone of Duntrach Castle, Blanesfield, near Glasgow, a beautiful old Scottish place, which has been in the family for hundreds of years. It is celebrated for its avenue of nearly a mile in length and its extremely fine gardens. Sir Archibald Edmondstone, who was Groom-in-Waiting to King Edward, is a brother of Mrs. George Keppel and Lady Edmondstone is a Lady-in-Waiting to Princess Christian. Their eldest son, a lieutenant in the Coldstream Guards, was killed in action on the Somme. Miss Field inherits the beauty of her mother and with her brother the enormous fortune made by her grandfather, Mr. Marshall Field, the Chicago multi-millionaire. Her mother, the widowed Mrs. Marshall Field, who is now dead, was married a second time, her husband being Mr. Malcolm Drummond, a member of the famous banking family. Since Mrs. Drummond's death, Miss Field has made her home with Lady Beatty.

MARRIAGE.

At Kilm U.F. Church, Donald, son of the late Duncan Black, Dumont, to Katherine Brown, only daughter of the late Alexander Brown, Shanghai, and of Mrs. Brown, Cathys, Kilm.

EXCHANGE IN DECEMBER.

Moore, Rosa Bros. in their quotations for December give the following summary:-

	Gold	Silver	£/s	d	¢
Average Rate Dec. (1922) (Approx.)	106 1/2	62 1/2	7 3/4		
Highest Rate Dec. (1922) (Approx.)	111	64	7 7/8		
Lowest Rate Dec. (1922) (Approx.)	106 1/2	62 1/2	7 3/4		
Average Rate to date (1922)	110 1/2	65 1/2	8 1/4		
Highest Rate to date (1922)	114	69	8 6/8		
Lowest Rate to date (1922)	106 1/2	62 1/2	7 3/4		
Average 1919	104 1/2	61 1/2	8 0/8		
" 1920	104 1/2	61 1/2	8 0/8		
" 1921	104 1/2	61 1/2	8 0/8		
" 1922	110 1/2	65 1/2	8 1/4		

"LETHAL DOSE FOR IDIOTS."

Addressing Bath-Rotarians on Nov. 31st, Alderman Dr. Preston King asked why the State should keep alive gibbering idiots and cases of general paralysis. Surely a lethal dose was the proper answer. Let them start life the sooner in another sphere where the potter's thumb had not slipped and where man had not blundered. Dr. King's advice was greeted with a roar of laughter, and he was asked to propagate the dose.

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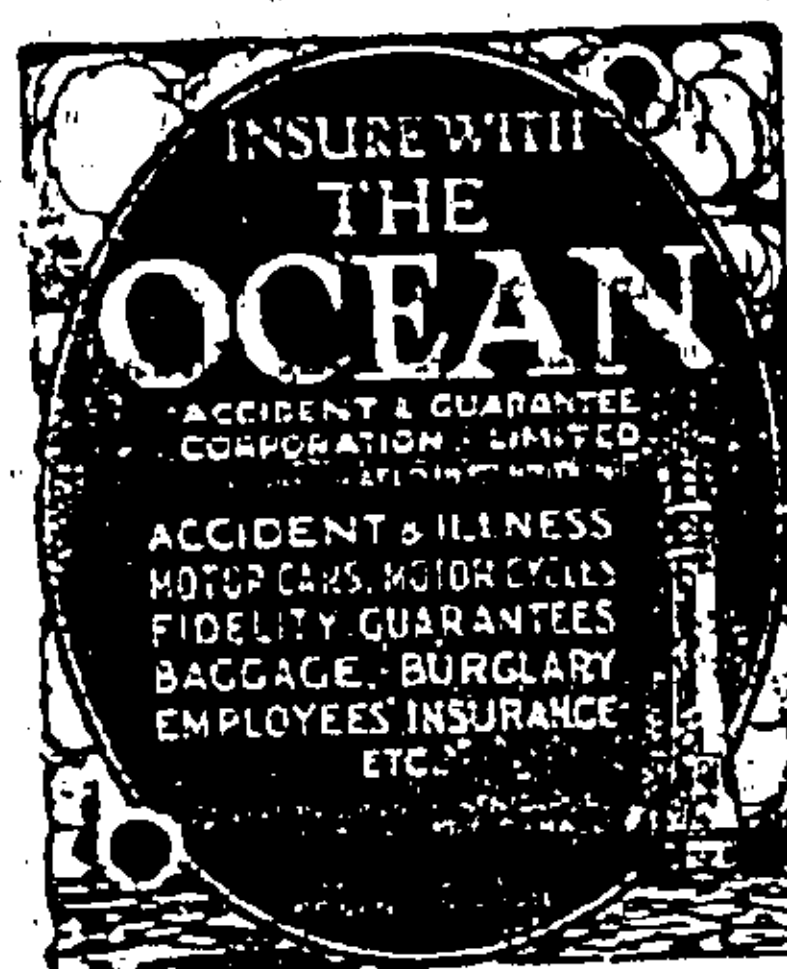
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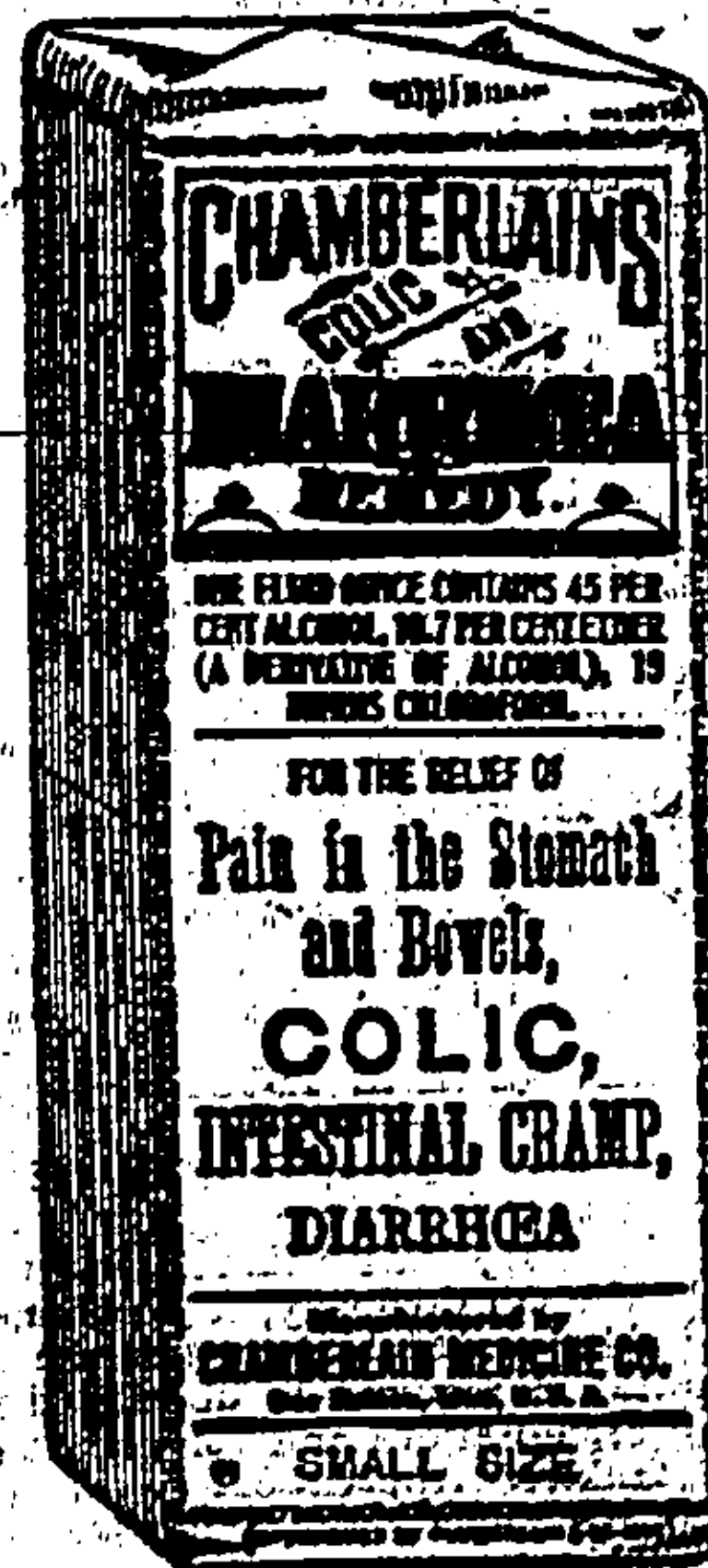
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The *Daily Graphic* of November has the following:—"A Penny a Day," the title of a poster supplied by Mr. Penny, Conservative candidate for Kingston-on-Thames, has led his opponent, Colonel Harry Day, to retort: "When there's a Day before y' Penny doesn't go far," and "If y' a Penny, you can replace it. If y' a Day, you can't."

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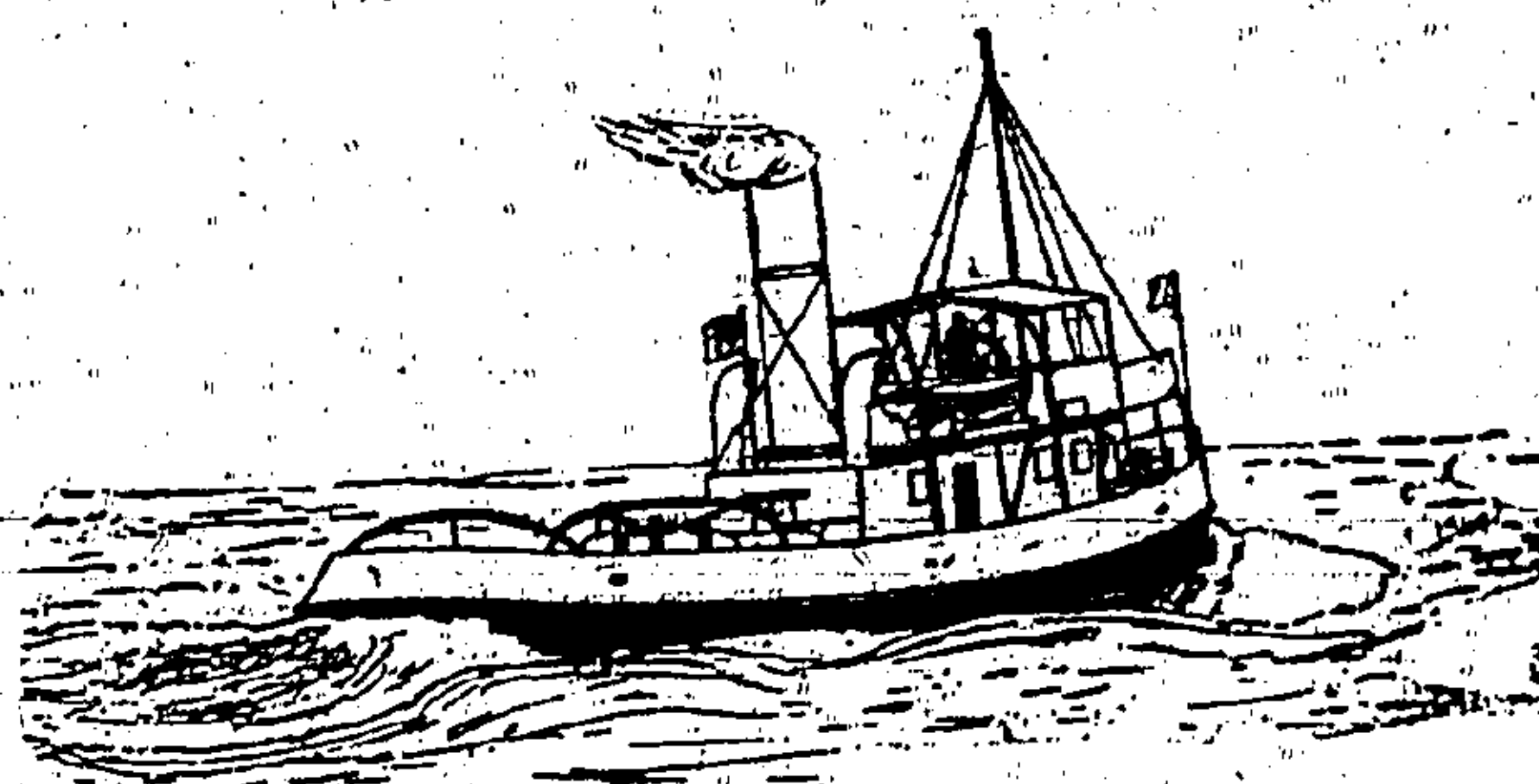
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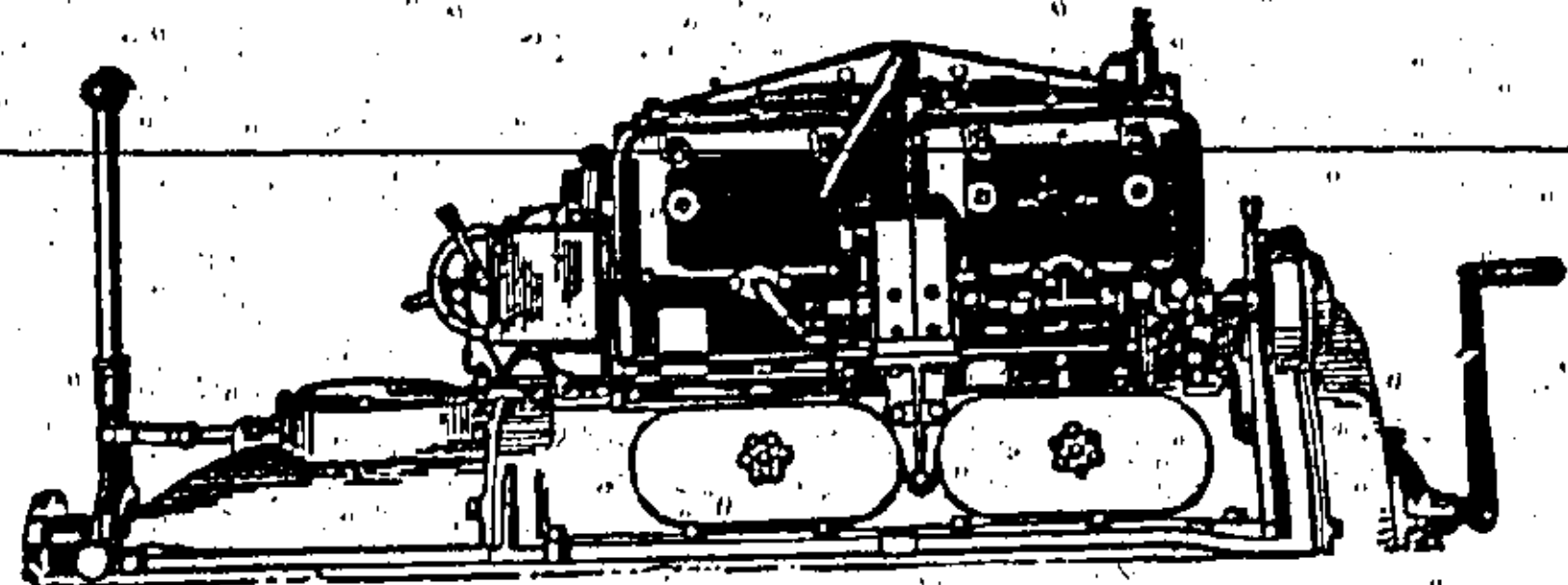
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HOW CHILDERS DIED.

"I AM SERENE."

HIS OWN STORY OF HIS LIFE.

"It has been definitely ascertained that Childers was shot in Beggar's Bush Barracks. Before being shot he shook hands with the firing squad and bade them good-bye. Before being taken out he said to the Dean of Kilmore: 'I am at peace with all the world. I bear no grudge against anyone, and I trust no one bears any against me.'"

On the day of his trial Childers said: "Whether I am to die or to live, it must help Ireland. The way is clear before me. I am serene." In a statement which he made to the military court which tried him, Childers told his life story. On returning to his cell after the trial he wrote down from memory the statement he had made. It is as follows:

"I wish to make this statement in view of the mass of prejudice which has gathered about me owing to false statements and calumnies and innuendoes which have been made in the Press and elsewhere for a year past, and to most of which I have been unable to reply. I am making no appeal. Let that be clear. Whatever befalls me I shall suffer gladly and happily. But I think it due to me and above all to the cause I represent, to make some refutation of these attacks. I have been constantly called an Englishman who, having betrayed his own country, came to Ireland to betray and destroy Ireland—a double traitor. In the alternative, I have suffered the vile charge that instead of betraying England I have been acting as a spy or agent provocateur of Englishmen trying to destroy Ireland in England's interest. Not a single particle of proof has ever been brought forward for those charges. They depend solely on prejudice fostered by a pitiless bitter propaganda, and intended more, I think, to damage the Republican party through me than me myself.

"These are the facts of my life very briefly. I am by birth, domicile, and deliberate choice of citizenship an Irishman. My father was English born in England. My mother was Irish born in Ireland. From the age of 13 I was brought up at Glendalough House, in Wicklow, by my uncle and aunt, Charles and Agnes Barton, along with their own children. I was educated in England, and in 1898 entered the British Civil Service. In 1910 I threw up my profession in order to be free for political work and writing as a Liberal, and especially in the cause of Irish freedom. As a young man I had been a Unionist, but the experience of the South African War, in which I served for ten months as a volunteer, made me a Liberal and a Nationalist. I wrote and spoke much for Irish Home Rule in the year 1910-1914, and in 1912 published 'The Framework of Home Rule,' advocating a dominion settlement. But I set no limit to the national march. The keynote of the book was that Ireland should have what the Irish people wanted. The book, of course, was not available at the time. Even the Petty Liberalism of 1912 was shipwrecked owing to the surrender of Asquith to Carson. In warm sympathy with the Irish Volunteers I joined the small committee formed in May, 1914, to supply them with arms, and myself with my wife and one of our friends ran a cargo of guns into Howth in July.

"Then came the European War. Like thousands of Irish Nationalists, I was misled by the idea of a war for small nations, and joined the British Naval Air Service, leaving at the end of the war with the rank of major. The bulk of my work consisted of active service, flying in seaplanes as an observer, and an intelligence officer in the North Sea, Dardanelles, and Egypt, and on the Belgian coast. On this substratum of fact has been built the abominable legend that I was a secret service spy, and that it was in some such capacity as that I have done my political work in Ireland.

CONVERSION TO REPUBLICANISM.
"The collapse of the Irish Convention, on the secretariat of which I was employed, and the attempt to enforce conscription, convinced me that Home Rule was dead, and that a revolution founded on the rising of 1916 was inevitable and necessary. With the formal establishment of the Republic in 1916, it became necessary for people like myself of mixed birth to choose our citizenship once and for all. I chose that of the Irish Republic. I threw myself into the work of the Republican movement, and after a year took up my permanent residence, with my wife and family, in Dublin. My first mission was to visit the Paris envoys and help them with Press work, bearing with me the written authorisation of Arthur Griffith, then acting President. My next job was to act on the nomination of Michael Collins, Finance Minister, as one of the five 'original' directors of the National Land Bank, founded by Robert Barton, Minister of Agriculture, in January, 1920, with capital secretly supplied from the Republican funds, and evolving many delicate responsibilities. Later in the same year I was appointed chairman of the Republican Justices of the Peace and the Pembroke. In these and in a host of other confidential matters I was met from the first with a generous trust and confidence which I shall never forget. My achievement was small, and my sacrifice nothing compared with the achievements and sacrifices of those which made the Republic and upheld it in arms against the British, but I can at least say that I was faithful to all the many trusts reposed in me, nor has any suggestion ever been made to the contrary.

"Much of my work was connected with propaganda, and in February, 1921, when Desmond Fitzgerald was arrested I was appointed in his place by the President. In May I was elected a Deputy for Wicklow and Kildare. After the truce went to London with the party which accompanied the President. I attended interviews with Lloyd George, his meetings, and in September I was appointed by the Cabinet and the Dail as principal (Continued as foot of next column.)

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1 year	...	5
9 months	...	4
6 months	...	3
3 months	...	2
For Current Account	...	2
For Special Deposit... Personal Arrangement	...	5
For Current Savings	...	5
For Fixed Savings... Regulations Obtainable	...	5

CHIU CHU KEH, Manager.

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Eighty offices are established in the principal Cities of the World to provide commercial organisations and private individuals with a complete International Banking Service.

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R. P. BOYCE, Manager.

1st January, 1923.

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Attractive rates for all kinds of Deposits.

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T. H. MAI, Manager.

1923.

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5 per cent., per annum, respectively.

L. B. HOLMES.

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When in doubt about your eyes

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Eye-sight Special Lists.

67, QUEEN'S ROAD CENTRAL

Hongkong.

secretary of the delegation to London

for the peace negotiations of October

December and as the responsible adviser

on defence questions. I took a strong

line from the first against the British

Dominion scheme, and in so doing came

for the first time in three years into con-

flict with Republican colleagues and com-

rades. I was bound by honour, con-

science, and principle to oppose the

Treaty by speech, writing, and action,

both in peace and when it came to the

disastrous point, in war, for we held

that a nation has no right to surrender

its declared and established independ-

ence, and that even a minority has a right

to resist that surrender in arms.

"I fought and worked for sacred

principle, the loyalty of the nation to its

declared independence and repudiation of

any voluntary surrender to conquest and

inclusion in the British Empire. That is

the faith of my comrades, my leaders,

and myself. Some day we shall be just-

ified when the nation forgets its weakness

and reverts to the ancient and holy tradi-

tions which we are preserving in our

struggle, and may God hasten the day

of reunion amongst us all under the hon-

oured flag of the Republic."

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION.

SHANGHAI via SWATOW	"ESANG"	Friday	5th Jan., 10 a.m.
MANILA	"LOONGSANG"	Friday	5th Jan., 3 p.m.
HAIPHONG via HOIHOW	"MINGSANG"	Saturday	6th Jan., 10 a.m.
KOBE via MOJI	"FOOKSANG"	Saturday	6th Jan., 4 p.m.
SHANGHAI via SWATOW	"TAISANG"	Sunday	7th Jan., 9 a.m.
TSINGTAU via SWATOW	"FOOSHING"	Sunday	7th Jan., Noon.
BANGKOK via SWATOW	"CHILDA"	Monday	8th Jan., 10 a.m.
PUKOW via SWATOW	"TAKSANG"	Tuesday	9th Jan., 9 a.m.
TSINGTAU via SWATOW	"HANGSANG"	Wednesday	10th Jan., 10 a.m.
STRAITS & CALCUTTA	"HOSANG"	Wednesday	10th Jan., 3 p.m.
BANGKOK via SWATOW	"KWAISANG"	Monday	15th Jan., 10 a.m.
SANDAKAN	"MAUSANG"	Tuesday	16th Jan., Noon.
KOBE via SHANGHAI	"KUTSANG"	Monday	22nd Jan., Noon.
STRAITS & CALCUTTA	"FOOKSANG"	Tuesday	30th Jan., 8 p.m.

CALCUTTA LINE—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and fans and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading via Shanghai, Northern and Yangtze River via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday. Call at Hallow when convenient.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo. Call at Hallow when convenient.

BORNEO LINE—Weekly sailings to and from Sandakan by two 5,000 tons steamers, "HINSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken through Bills of Lading for Kuala Lumpur, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "HOSANG" will be despatched on or about Wednesday, 10th Jan., at 3 p.m., for SINGAPORE, PENANG & CALCUTTA

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENRAL MANAGER.

Telephone Central No. 215

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.

Vessel Due Hong Kong.

"GLENSANDA" ... 5th Jan.

"GLADONSHIRE" ... 16th Jan.

"GLENBEG" ... 30th Jan.

"PEMBROKESHIRE" ... 6th Feb.

HOMEWARDS.

Vessel Leaves Hong Kong, Discharge

"GLENSIFFER" ... 10th Jan., London,

Hull, Antwerp, Rotterdam & Hamburg

"CARSAVONSHIRE" ... 17th Jan., Genoa,

London, Hull, Rotterdam & Hamburg

"GLENBEG" ... 29th Jan., London,

Hull, Rotterdam & Hamburg

"GLENSANDA" ... 11th Feb., Genoa,

London, Hull, Rotterdam & Hamburg.

Movements are subject to change without notice.

For freight or further particulars apply to—

Jardine, Matheson & Co., Ltd.,

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Telephone: Central No. 215 sub-ex. 25 and Central 2698.

Hotels JAPAN AND MANCHURIA

Members of Japan Hotel Association

c/o TRAVEL BUREAU, DEPT. OF RAILWAYS, TOKYO.

Average Rates for Single Rooms (without Bath) including meals
\$5—6 in cities and some popular resorts.
\$4—5 in country districts.

Chuzenji (Nikko):	Kyoto:	Nagoya:	Shimonoseki:
Labrador Hotel	Kyoto Hotel	Nagoya Hotel	San-jo Hotel
Kamakura	Miyako Hotel	Nara	Shiratsubo
Kashima	Matsumoto	Nara Hotel	Daitokuwa Hotel
Karuzawa	Park Hotel	Nikko	Tokyo
Mitaka	Miyajima	Kanaya Hotel	Imperial Hotel
Musashi	Miyajima Hotel	Nikko Hotel	Tokyo Station Hotel
Kobe	Miyajima	Omori	Tsutsi Station Hotel
Oriental Hotel	Fujiyama	Omori Hotel	Yokohama
Star Hotel	Nagasaki	Otsu	Grand Hotel
	Japan Hotel	Otsu Hotel	

IN TAIWAN (FORMOSA)

Taipei—Taiwan Railway Hotel

IN CHINA

Kiaochow (Kiaochow)

Changchun

Yamato Hotel

Dairen

Yamato Hotel

Shanghai

Shanghai Station Hotel

SHIPPING NEWS

ARRIVALS.

January 3rd.
Asota, British str., 2,780 tons, Capt. E. H. Pandred, from Singapore, with a general cargo.—Tuen Kow.
Atsuta Maru, Japanese str., 4,950 tons, Capt. N. Segawa, from London, with a general cargo.—N.Y.K.
Foochow, British str., 1,223 tons, Capt. D. T. James, from Shanghai, with a general cargo.—B. & S.
Jade, French str., 350 tons, Capt. Calisti, from Pakhoi, with a general cargo.—Kai Yeh.
Neuchuang, British str., 1,501 tons, Capt. Altsile, from Shanghai, with a general cargo.—B. & S.
Egypt Maru, Japanese str., 1,510 tons, Capt. G. Kawasuki, from Bangkok, with rice.
Tanaka Maru, Japanese str., 2,013 tons, Capt. Munkara, from Miki, with coal.—M.B.K.
Yei-yun Maru, Japanese str., 1,287 tons, Capt. Y. Sugimoto, from Dairen, with bean oil.—M.B.K.
January 4th.
Chenan, British str., 1,335 tons, Capt. Lewis, from Swatow.—B. & S.
Henrik, Norwegian str., 761 tons, Capt. H. Brandt, from Shanghai.—Thoresen & Co.
Himalaya Maru, Japanese str., 3,137 tons, Capt. G. Matsunaki, from Moji, with a general cargo.—O.S.K.
Hosang, British str., 3,203 tons, Capt. J. M. Wright, from Kobe, with a general cargo.—J.M. & Co.
Hydrangea, British str., 561 tons, Capt. W. J. Cullom, R.N.R., from Swatow, with a general cargo.—Chiu On S.S. Co.
Kalgan, British str., 1,558 tons, Capt. D. R. Davis, from Bangkok, with rice.—B. & S.
Tanno Maru, Japanese str., 1,989 tons, Capt. S. Morimoto, from Bangkok, with rice.—Kwang Ngon Seng.
Yue-yin Maru, British str., 810 tons, Capt. Wm. Ross, from Haiphong, with a general cargo.—Cheong Yue S.S. Co.

CLEARANCES.

January 4th.
Atsuta Maru, for Shanghai.
Cadaretta, for Saigon.
Chenan, for Hongkong.
City of Dunkirk, for Shanghai.
Dea-wongse, for Haiphong.
Drac Arrow, for Swatow.
Englee, for Weihaiwei.
Evang, for Swatow.
Foochow, for Canton.
Haitan, for Hoihow.
Japan, for Singapore.
Lake Gilman, for Singapore.
Sanka Maru, for Hongkong.
Sourabaya Maru, for Takao.
Suyik, for Shanghai.
Sunghon Maru, for Swatow.
Sunon, for C. K. Wai.
Taku Maru, for Hongkong.

PASSENGERS.

ARRIVALS.
 Per N.Y.K. s.s. *Atsuta Maru*, from Europe:—Mr. and Mrs. B. W. Bradbury, Mr. and Mrs. C. B. Brown, Miss P. M. Brown, Mr. C. H. Baetjer, Mr. S. D. da Costa, Mrs. L. H. Green, Rev. and Mrs. C. E. Hicks, Mr. and Mrs. A. D. Humphreys, Miss E. H. Kendrick, Dr. and Mrs. J. H. Lamb, Mr. A. C. Eico, Mr. M. J. von Mullen, Mr. and Mrs. R. J. Rodriguez, Miss M. S. Rodriguez, Miss M. J. Rodriguez, Miss D. K. Stevens, Mr. H. Watling, Mr. G. G. Wood, Mr. A. C. Andersen, Mr. S. Auswaks, Mr. W. Alexander, Mr. H. P. Bendixsen, Mr. and Mrs. S. Braad-Borsomson, Mr. and Mrs. J. W. Cock, Mr. J. W. Cook, Mr. J. K. Cadellus, Mr. A. McLure, Mrs. J. Naiman, Miss M. E. Smith, Mr. M. Steiner, Mr. E. Schwab, Mrs. J. Shearer, Miss G. Shearer, Mr. A. F. Shearer, Rev. W. Trenborth, Mr. A. W. M. van Gyn, Mr. and Mrs. Whitehead, Mr. and Mrs. J. P. Romein, Mr. S. Ende, Mr. C. Fletcher, Mr. A. H. Robinson, Mr. W. P. Barclay, Rev. B. Fahy, Mr. V. H. Loewenthal, Mr. A. Thomsen, Mr. H. T. Zaidnoordijk, Miss E. Drake, Miss A. K. Kvarne, Mr. E. C. Loik, Mr. M. Pinhas, Miss J. Thiro, Dr. F. Wagenseil, Mr. W. Kessel, Mrs. Anderson.
 DEPARTURES.
 Per B.I. s.s. *Japan*, on January 4th:—Mrs. W. A. Horron, Miss M. W. Horron, Mr. and Mrs. Hardin, Mr. A. Ramsey, Mr. E. Ramsey, Mr. Hornby, Mr. Martin, Mr. J. N. Creed, Mr. D. Macleod, Mr. and Mrs. A. J. H. Martley, Mr. J. I. Greig, Mr. P. Tilley, Mr. A. W. van Andel, Mr. H. Pearman.

SHIPPING MOVEMENTS.

The P. & O. s.s. *Yankin* arrived at London on the 3rd inst.

VESSELS EXPECTED.

Atsuta Maru (N.Y.K.), due Jan. 6th.
Oosaka Maru (N.Y.K.), due to-day.
Tsushima Maru (N.Y.K.), due to-day.
St. Albans (E. & A.), due Jan. 6th.
Yokohama Maru (N.Y.K.), due Jan. 6th.

THE O.S.K.'S NORTH AMERICAN LINE.

We are informed that the Oosaka Shosen Kaisha's North American Line service has been improved considerably in regard to speed. In consequence service every three weeks will be maintained between Hongkong and Puget Sound Ports, omitting the call at Dairen on the outward voyage. This accelerated service will commence with *Arizona Maru* which is due to sail hence on the 17th instant.

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.

FROM NEW YORK

THE Steamship

"CITY OF DUNKIRK"
 having arrived. Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.
 No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 6th January, 1923, will be subject to rent.
 All Claims against the Steamer must be presented to the Underwriter on or before 15th January, 1923, or they will not be recognized.
 All broken, chaded and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays between the hours of 10.45 A.M. and Noon, within the free storage period of one week.
 No Fire Insurance has been effected.
 Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.
 Hongkong, 2nd January, 1923. [161]

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "NELLORE."

ARRIVED HONGKONG ON 2ND JAN., 1923.

FROM ANTWERP, LONDON, PORTSAID, ADEN, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as the Goods are landed.
 Optional goods will be landed, here unless instructions have been given to the contrary 6 hours before arrival of the steamer.
 Goods not cleared within 8 days, including date of arrival will be subject to rent.
 No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on Mondays and Thursdays.
 All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised.
 No Claims will be admitted after the Goods have left the Godown.
 MACKINNON, MACKENZIE & CO., Agents.
 Hongkong, 2nd January, 1923. [166]

S.S. "AMBOISE"

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLE, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.
 Optional cargo will be forwarded on unless intimation is received from the Consignee before Noon, To-day, requesting it to be landed here.
 Bills of Lading will be countersigned by the Underwriter. Goods remaining undelivered after the 6th January, 1923, at Noon, will be subject to rent and landing charges.
 All claims must be sent in to me on or before the 6th January, 1923, or they will not be recognised.
 All damaged packages will be examined on Friday, the 5th January, 1923, at 10 A.M. by Messrs. Godard & Douglas.
 No Fire Insurance has been effected.
 K. RODENFUESS, Acting Agent.
 Hongkong, 30th December, 1922. [149]

CANADIAN PACIFIC STEAMSHIPS LIMITED

Reduced Fare to Europe

£120

First Class Throughout

	Leaves Hongkong.	Arrives Vancouver.
Empress of Asia	Jan. 25th.	Feb. 12th.
Empress of Canada	Feb. 10th.	Feb. 26th.
Empress of Russia	Feb. 22nd.	Mar. 12th.
Empress of Asia	Mar. 22nd.	Apr. 9th.
Empress of Canada	Apr. 7th.	Apr. 23rd.
Empress of Russia	Apr. 19th.	May 7th.

and Every Fortnight thereafter.

Connecting with Canadian Pacific Atlantic Empress

or Any other Atlantic Steamer from any Atlantic Port.

CANADIAN PACIFIC STEAMSHIPS, LIMITED.

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(Incorporated in U.S.A.)

OPERATING FAST FREIGHT AND PASSENGER STEAMERS

"NANKING" "CHINA" "NILE" "GORJISTAN"

AN UNRIVALLED HIGH CLASS PASSENGER SERVICE

THROUGH PASSENGER HONGKONG TO EUROPEAN PORTS

CABIN U.S.G. \$508.15

2nd cabin U.S.G. \$308.15

Trans-Pacific Service

HONGKONG TO SAN FRANCISCO

via Shanghai, Nagasaki, Yokohama and Honolulu.

s.s. "NANKING"

January 6th, 1923.

s.s. "CHINA"

February 6th, 1923.

Java Service

HONGKONG TO AMOY, SINGAPORE AND JAVA PORTS.

s.s. "GORJISTAN"

To Singapore, Batavia, Semarang, Sourabaya.

February 2nd.

s.s. "GORJISTAN"

To Swatow and Amoy.

January 25th, 1923.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada.

Cargo accepted on Through Bills of Lading for transshipment at San Francisco by weekly sailings for principal Atlantic Ports.

CHINA MAIL STEAMSHIP CO., LTD.

PRINCIPAL BUILDING

111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 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1259, 1261, 1263, 1265, 1267, 1269, 1271, 1273, 1275, 1277, 1279, 1281, 1283, 1285, 1287, 1289, 1291, 1293, 1295, 1297, 1299, 1301, 1303, 1305, 1307, 1309, 1311, 1313, 1315, 1317, 1319, 1321, 1323, 1325, 1327, 1329, 1331, 1333, 1335, 1337, 1339, 1341, 1343, 1345, 1347, 1349, 1351, 1353, 1355, 1357, 1359, 1361, 1363, 1365, 1367, 1369, 1371, 1373, 1375, 1377, 1379, 1381, 1383, 1385, 1387, 1389, 1391, 1393, 1395, 1397, 1399, 1401, 1403, 1405, 1407, 1409, 1411, 1413, 1415, 1417, 1419, 1421, 1423, 1425, 1427, 1429, 1431, 1433, 1435, 1437, 1439, 1441, 1443, 1445, 1447, 1449, 1451, 1453, 1455, 1457, 1459, 1461, 1463, 1465, 1467, 1469, 1471, 1473, 1475, 1477, 1479, 1481, 1483, 1485, 1487, 1489, 1491, 1493, 1495, 1497, 1499, 1501, 1503, 1505, 1507, 1509, 1511, 1513, 1515, 1517, 1519, 1521, 1523, 1525, 1527, 1529, 1531, 1533, 1535, 1537, 1539, 1541, 1543, 1545, 1547, 1549, 1551, 1553, 1555, 1557, 1559, 1561, 1563, 1565, 1567, 1569, 1571, 1573, 1575, 1577, 1579, 1581, 1583, 1585, 1587, 1589, 1591, 1593, 1595, 1597, 1599, 1601, 1603, 1605, 1607, 1609, 1611, 1613, 1615, 1617, 1619, 1621, 1623, 1625, 1627, 1629, 1631, 1633, 1635, 1637, 1639, 1641, 1643, 1645, 1647, 1649, 1651, 1653, 1655, 1657, 1659, 1661, 1663, 1665, 1667, 1669, 1671, 1673, 1675, 1677, 1679, 1681, 1683, 1685, 1687, 1689, 1691, 1693, 1695, 1697, 1699, 1701, 1703, 1705, 1707, 1709, 1711, 1713, 1715, 1717, 1719, 1721, 1723, 1725, 1727, 1729, 1731, 1733, 1735, 1737, 1739, 1741, 1743, 1745, 1747, 1749, 1751, 1753, 1755, 1757, 1759, 1761, 1763, 1765, 1767, 1769, 1771, 1773, 1775, 1777, 1779, 1781, 1783, 1785, 1787, 1789, 1791, 1793, 1795, 1797, 1799, 1801, 1803, 1805, 1807, 1809, 1811, 1813, 1815, 1817, 1819, 1821, 1823, 1825, 1827, 1829, 1831, 1833, 1835, 1837, 1839, 1841, 1843, 1845, 1847, 1849, 1851, 1853, 1855, 1857, 1859, 1861, 1863, 1865, 1867, 1869, 1871, 1873, 1875, 1877, 1879, 1881, 1883, 1885, 1887, 1889, 1891, 1893, 1895, 1897, 1899, 1901, 1903, 1905, 1907, 1909, 1911, 1913, 1915, 1917, 1919, 1921, 1923, 1925, 1927, 1929, 1931, 1933, 1935, 1937, 1939, 1941, 1943, 1945, 1947, 1949, 1951, 1953, 1955, 1957, 1959, 1961, 1963, 1965, 1967, 1969, 1971, 1973, 1975, 1977, 1979, 1981, 1983, 1985, 1987, 1989, 1991, 1993, 1995, 1997, 1999, 2001, 2003, 2005, 2007, 2009, 2011, 2013, 2015, 2017, 2019, 2021, 2023, 2025, 2027, 2029, 2031, 2033, 2035, 2037, 2039, 2041, 2043, 2045, 2047, 2049, 2051, 2053, 2055, 2057, 2059, 2061, 2063, 2065, 2067, 2069, 2071, 2073, 2075, 2077, 2079, 2081, 2083, 2085, 2087, 2089, 2091, 2093, 2095, 2097, 2099, 2101, 2103, 2105, 2107, 2109, 2111, 2113, 2115, 2117, 2119, 2121, 2123, 2125, 2127, 2129, 2131, 2133, 2135, 2137, 2139, 2141, 2143, 2145, 2147, 2149, 2151, 2153, 2155, 2157, 2159, 2161, 2163, 2165, 2167, 2169, 2171, 2173, 2175, 2177, 2179, 2181, 2183, 2185, 2187, 2189, 2191, 2193, 2195, 2197, 2199, 2201, 2203, 2205, 2207, 2209, 2211, 2213, 2215, 2217, 2219, 2221, 2223, 2225, 2227, 2229, 2231, 2233, 2235, 2237, 2239, 2241, 2243, 2245, 2247, 2249, 2251, 2253, 2255, 2257, 2259, 2261, 2263, 2265, 2267, 2269, 2271, 2273, 2275, 2277, 2279, 2281, 2283, 2285, 2287, 2289, 2291, 2293, 2295, 2297, 2299, 2301, 2303, 2305, 2307, 2309, 2311, 2313, 2315, 2317, 2319, 2321, 2323, 2325, 2327, 2329, 2331, 2333, 2335, 2337, 2339, 2341, 2343, 2345, 2347, 2349, 2351, 2353, 2355, 2357, 2359, 2361, 2363, 2365, 2367, 2369, 2371, 2373, 2375, 2377, 2379, 2381, 2383, 2385, 2387, 2389, 2391, 2393, 2395, 2397, 2399, 2401, 2403, 2405, 2407, 2409, 2411, 2413, 2415, 2417, 2419, 2421, 2423, 2425, 2427, 2429, 2431, 2433, 2435, 2437, 2439, 2441, 2443, 2445, 2447, 2449, 2451, 2453, 2455, 2457, 2459, 2461, 2463, 2465, 2467, 2469, 2471, 2473, 2475, 2477, 2479, 2481, 2483, 2485, 2487, 2489, 2491, 2493, 2495, 2497, 2499, 2501, 2503, 2505, 2507, 2509, 2511, 2513, 2515, 2517, 2519, 2521, 2523, 2525

"ELLERMAN" LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

S.S. "CITY OF SIMLA" ... 9th Feb. ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

S.S. "CITY OF YORK" ... 14th Feb. ... Marseilles, London & Hamburg.

PASSENGER SERVICE.

S.S. "CITY OF SIMLA" ... 9th Feb. ... Shanghai, Kobe & Yokohama.
S.S. "CITY OF YORK" ... 14th Feb. ... Marseilles, London & Hamburg.
S.S. "CITY OF SIMLA" ... 20th Feb. ... Marseilles, London & Hamburg.
S.S. "CITY OF POONA" ... 2nd half April ... Marseilles, London & Hamburg.

Subject to change without notice

For further particulars apply to—

SMITH & CO., CANTON THE BANK LINE, LTD.
(Tel. Central 760)

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "IMACHAON" ... via Suez Canal ... 15th January.
S.S. "CITY OF DUNKIRK" ... via Suez Canal ... 25th January.
S.S. "NINGCHOW" ... via Suez Canal ... 5th February.
S.S. "CITY OF BAGDAD" ... via Suez Canal ... 15th February.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD. HONGKONG.
(JOHN SWIRE & SONS, LTD.)
HONGKONG AND CANTON. BEISS & CO., CANTON.**M. MESSAGERIES MARITIMES M.**

SERVICES CONTRACTUELS

Mail Steamers	Next Sailings from Marseilles	Pro. Arr. at Hongkong and Sailing for Shanghai and Japan	Probable Sailing from Hongkong for Marseilles
ANDRE LEBON	—	—	9th Jan., 1923
AMBORE	—	—	17th Jan., "
CORDILLERE	1st Dec.	5th Jan.	8th Feb., "
ANGKOR	15th Dec.	19th Jan.	20th Feb., "
ANGKOR	29th Dec.	2nd Feb.	6th March, "

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A. CLASS (1st Class) ... 210.00. 04. B. CLASS (1st Class) ... 210.00. 04.
STEAMERS (2nd) ... 88.00. 04.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

S.S. "C. DORISE" sailing about End Jan., 1923, for HAYRE, ANTWERP & DUNKIRK.
Sailings and dates subject to alteration without notice.

For further Particulars apply to—

MESSAGERIES MARITIMES CO.

3, QUEEN'S BUILDINGS.
TELEPHONE: CENTRAL 740.
CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms. Saloons and Excellent cuisine.

(FOR)

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 8 or 10 Days)

HAICHING ... Capt. J. S. Thomson ... Friday, 5th Jan., at 1 p.m.
HAIPHONG ... Capt. Ellis Walker ... Tuesday, 9th Jan., at 12 noon

Arrivals and Departures from the Company's Wharf (near Black Pier)

For Freight and Passage apply to—

DOUGLAS LAPEIRA & CO.,

General Managers.

JAPAN COAL

GENERAL IMPORTS & EXPORTS

AGENTS FOR—
THE MITSUBISHI MARINE & FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHoji KAISHA

MITSUBISHI TRADING CO., LTD.

HEAD OFFICE—TOKYO

No. 14, PRADDER ST., HONGKONG.

P. & O., British India
Apcar and
Eastern & Australian
Lines

(COMPANIES incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CHINA, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, ESTRE, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"FLASSY"	7,590	10th Jan., 1923, 11 a.m.	Marseilles, London & Antwerp.
"NAGPORE"	5,300	13th Jan.	Singapore, Colombo & Bombay.
"BOUDAN"	6,700	22nd Jan.	Singapore, Penang, Colombo & Bombay.
"BARDINIA"	6,580	24th Jan.	Marseilles, London & Antwerp.
"NELLOR"	6,585	7th Feb.	do.
"DELTA"	8,000	7th Feb.	do.
"SICILIA"	6,700	16th Feb.	Singapore, Penang, Colombo & Bombay.
"KELTA"	9,000	31st Feb.	Marseilles, London & Antwerp.
"MORSA"	11,000	7th Mar.	Bombay, Marseilles, London & Antwerp.
"KASHMIR"	13,541	31st Mar.	do.
"DONGOLA"	8,000	4th Apr.	do.
"NANKIN"	7,000	18th Apr.	do.
"KARMALA"	9,000	2nd May	do.
"KASHGAR"	9,000	16th May	do.
"NYANZA"	7,000	30th May	do.
"NOVARA"	6,850	13th June	do.
"DELTA"	8,097	27th June	do.
"MALWA"	10,941	11th July	do.
"DEVANHA"	8,097	25th July	do.

BRITISH INDIA-APCAR SAILINGS

"TANDA"	7,000	15th Jan.	Singapore, Penang & Calcutta.
"GREGORY APCAR"	4,650	25th Jan.	Singapore, Penang & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	45,00	31st Jan.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
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Frequent connections from Australia with the following—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"ST. ALBANS"	4,500	8th Jan.	Japan Direct.
"BOUDAN"	6,700	9th Jan.	Shanghai only.
"TAKADA"	7,000	13th Jan.	Japan Direct.
"DELTA"	8,100	15th Jan.	Shanghai only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Singapore must defray their own Hotel expenses at Singapore while await in the carrying steamer.

First Class Passengers may travel by P.O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the cost of their P. & O. Tickets.

All Cabin are fitted with Electric Fans free of charge.

Parcel Messengers (more than 5 lb. x 2 ft. x 1 ft.) will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

32, Des Voeux Road (Central), HONGKONG. Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON
and
NEW YORKS.S. "GOTHIC PRINCE" ... 9th January, 1923.
S.S. "MOORISH PRINCE" ... Beginning of February, 1923.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,
(Incorporated in Great Britain)
Rt. George's BuildingTelephone: Central 5195
Telegram: Furnessco.**O. S. K.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM, ANTWERP & MARSHALLE.

Monthly direct service via Singapore and Port Said.

"ATLAS MARU" (Omit Marseilles) ... Tuesday, 9th Jan.

BUENOS AIRES-BIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN-RAIGON & SINGAPORE. PASSENGER SERVICE.

"MEXICO MARU" ... Wednesday, 10th Jan.

BOMBAY & COLOMBO-REGULAR FORTNIGHTLY SERVICE TO SINGAPORE.

"BAMALAYA MARU" ... Friday, 8th Jan.

"LUZON MARU" ... Wednesday, 10th Jan.

BAIGON, BANGKOK & SINGAPORE-Regular monthly Passenger Service.

"BUSHO MARU" ... Saturday, 6th Jan.

CALCUTTA via SINGAPORE & BANGKOK.

"MALAY MARU" ... Wednesday, 10th Jan.

VICTORIA, VANCOUVER, SEATTLE & TACOMA via Dairen-Takao.

cargo to CANADA, SOUTH U.S.A. & CANADA-Passenger Service.

"ARABIA MARU" ... Friday, 8th Jan.

NEW YORK via PANAMA-Regular monthly service via Japan Ports, San Francisco.

Panama and Colon Ports.

"ALASKA MARU" ... Monday, 22nd Jan.

JAPAN PORTS-Kobe & Yokohama.

"LONDON MARU" ... Monday, 22nd Jan.

KIELING via SWATOW & AMOY-These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

"KATO MARU" ... Tuesday, 9th Jan., 10 a.m.

TAKAO via SWATOW & AMOY.

"HUMU MARU" ... Thursday, 11th Jan.

For sailing dates and further particulars apply to—
Tel. Central No. 4025. Agents: SHIMA, Managers.**C. N. C.**
CHINA NAVIGATION CO., LTD

SAILINGS SUBJECT TO ALTERATIONS.	Steamer	To Sail
HONGKONG	"CHENAN"	On 5th Jan., 10 a.m.
SHANGHAI & TSINGTAO	"SOOCHOW"	On 5th Jan., 10 a.m.
SWATOW, SHANGHAI & PUKOW	"NEUCHOW"	On 7th Jan., 10 a.m.
SWATOW & BANGKOK	"KALAN"	On 10th Jan., 4 p.m.
SHANGHAI	"SEANTUNG"	On 11th Jan., 4 p.m.
AMOY & SHANGHAI	"CHENG TU"	On 13th Jan., 10 a.m.
SHANGHAI & TSINGTAO	"SZCHUEN"	On 13th Jan., 10 a.m.
HOIHOW & BANGKOK	"LINAN"	On 14th Jan., 10 a.m.
SWATOW & SINGAPORE	"KWEIYANG"	On 14th Jan., 10 a.m.
SWATOW, SHANGHAI & PUKOW	"KANCHOW"	On 14th Jan., 10 a.m.
AMOY, SHANGHAI & TSINGTAO	"YINGCHOW"	On 16th Jan., 10 a.m.
HOIHOW, PAKHOI & HAIPHONG	"YUNNAN"	On 16th Jan., 10 a.m.
SWATOW & BANGKOK	"KWANGTUNG"	On 16th Jan., 10 a.m.

Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Peking), Tuesdays and Saturdays (extending to all Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Tientsin and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE-Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.
(JOHN SWIRE & SONS, LTD.)
Agents.

CARGO'S RATES CAN BE OBTAINED AT THE OFFICE OF BUTTERFIELD & SWIRE, John Swire & Sons, Ltd., Agents.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Sardinia, Manila & Australian Ports
"CHANGHUA"	12th Feb.	5th Jan., 4 p.m.
"TAIFUAN"	12th Feb.	17th Feb.

This Steamer is fitted with Refrigerating Machinery, carrying a plentiful supply of Ice Fresh Fruit, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A fully qualified Doctor is carried. Sailing Free! Cargo loaded through to all Australian, New Zealand & Transvaal Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.), Agents.
Telephone Central No. 26.

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON
For NEW YORK & BOSTON via SUEZ

S.S. "EOWES CASTLE" ... sailing on or about 10th January.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & PANAMA PORT.

FUMES having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI

S.S. "FUME" ... sailing on or about 10th January.

FOR BRINDISI, VENICE & TRIESTE

S.S. "FUME" ... sailing second half of January.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.
Agents.

PACIFIC MAIL S.S. CO.,

MANAGING AGENTS,

U.S. SHIPPING BOARD EMERGENCY

FLEET CORPORATION.

TRANS-PACIFIC SERVICE

Freight and Passengers

Fares to European Ports \$120 payable in local currency

First Class Throughout

AMERICAN STEAMERS

SAN FRANCISCO via SHANGHAI, KOBE, YOKOHAMA and HONOLULU

S.S. "PRESIDENT CLEVELAND" ... Leaves Hongkong ... Arrives San Francisco ... Jan. 22nd, 1923 ... Feb. 11th, 1923.

S.S. "PRESIDENT PIERCE" ... Jan. 31st, 1923 ... Feb. 22nd, 1923.

Sailings and Fares subject to change without Notice.

HONGKONG-MANILA SERVICE

Leaves Hongkong ... Arrives Manila ... Jan. 12th, 1923 ... Jan. 11th, 1923.

S.S. "PRESIDENT PIERCE" ... Jan. 22nd, 1923 ... Jan. 24th, 1923.

HONGKONG-CALCUTTA SERVICE

For CALCUTTA via SINGAPORE, PENANG and BANGKOK.

S.S. "LAKE FIELDING" ... Jan. 20th, 1923.

TAMPA INTER-OCEAN S.S. CO.

For SAVANNAH, GALVESTON, NEW ORLEANS, MOBILE, TAMPA, BALTIMORE & NEW YORK.

S.S. JADEN ... Jan. 9th, 1923.

S.S. "DREYER" ... Jan. 31st, 1923.

S.S. "HEFFRON" ... Feb. 6th, 1923.

For full information regarding rates, stops, etc., apply to—

PACIFIC MAIL S.S. CO.
Telephone: Central 741. Address: Cable "PACIFIC" Union Building, Hongkong.
Agents: J. J. CARRON-BRIS & Co.

